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LIMITED,
HONGKONG DISPENSARY AND
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BIRTH.

McGuffog.—On June 13th, at Nanking,
the wife of James McGuffog, of a
son.

MARRIAGE.

PICKERING-WATERMAN.—On June 10th, at
Shanghai, HAROLD E. S. PICKERING
to NESTA WATERMAN.

DEATHS.

BURLING.—On the 19th June, at Hong-
kong, WILLIAM SIMPSON BURLING, of
Renton, Dumfriesshire, aged 23
years.STAMPEL.—On June 13th, at Shanghai,
PAULA STAMPEL, aged 30 years.HONGKONG OFFICE: 104, DES VUEX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 20th, 1914.

The resolution passed by the House of Commons authorising the Government to acquire an interest in the Anglo-Persian Oil Company to the extent of nearly two and a quarter million pounds sterling affords noteworthy evidence of the confidence placed by the Naval Authorities in the growing use of oil for motive purposes in the Navy. The further fact that this large expenditure was sanctioned by 254 votes to 18 must be considered to indicate that very little doubt existed in the minds of members of the House that this is "a good business proposition," as Mr. CHURCHILL described it. Mr. CHURCHILL expects that this step will serve to check the tendency of the oil trusts to continually advance the price. Every new oil field exploited must have a tendency that way. It is not surprising that the Government's experience of Oil Trusts has been "a long steady squeeze, the price being doubled in a few years." Within the last few years the demand for oil has increased enormously, and prices being regulated by the law of demand and supply, it is not surprising that they have practically doubled in a few years. This, however, has in turn led to great activity in the exploitation of new regions for oil as well as to the investigation of new means of obtaining oil. Mr. CHURCHILL did not anticipate that all the oil the Admiralty needed would be obtainable from their own wells in Persia notwithstanding that coal would continue, he said, to be the main motive

force of the Fleet. He spoke of the Government continuing to purchase oil from all parts of the world, besides developing the Home shale oil, and experimenting with the extraction of oil from coal. The last factor in the situation seems likely to be not the least important, for we notice that considerable progress is claimed to have been made lately in perfecting a process for the carbonization of coal. If it is all that it is claimed to be, it is a process of great value to Britain, for it might make the British Navy in future to a large extent independent of seaborne oil. Experimental plant has been erected at the THORNTON works at Chiswick and "most gratifying trials" are reported to have been carried out. According to a report by Mr. W. J. ATKINSON BUTTERFIELD, who carried out a test on a sample of Ballycastle cannel from Antrim costing 7s. a ton delivered to the retorts, the yield per ton of cannel was 17.4 gallons of motor spirit, 17.6 of heavy fuel oil 37.5lb of paraffin wax, 51lb. of pitch, and 54lb. of sulphate of ammonia. He states that if motor spirit were regarded as a by-product of the process and the other products were sold at current market values, the cost of production of the motor spirit would be less than 1½d. a gallon. On this a Service contemporary remarks that it is the most encouraging statement with reference to the possibility of utilizing the country's coal measures for the production of oil fuel which has yet appeared. While these investigations are being encouraged in the Mother Country it is no less satisfactory to observe that the search for oil within the Empire is to be supported "as far as is financially justifiable." It is an ascertained fact that many of Great Britain's colonial possessions are rich in oil deposits. In India and in Nigeria legislation has been adopted to prevent the exploitation of oil-fields by foreign trusts or a gamble in prices by British speculators in time of war, and not long ago the First Lord of the Admiralty asked the Colonial Secretary to despatch to the Governments in all parts of the Empire a letter suggesting concurrent legislation on these lines.

A recent issue of *United Empire*, the organ of the Royal Colonial Institute, contained a very informative article on the subject of "Oil and Strategy," by C. De THIERY, in which he showed how seriously British Naval strategy has been affected to our disadvantage in the days when "trade and policy were completely divorced in British statesmanship." "The present cost of oil and our lack of supplies under our own control are the price we pay for the divorce between trade and policy in the 'seventies,' 'eighties' and 'nineties' of the last century." It may be doubted even now whether there exists any marked appreciation of that relationship of trade and policy which Mr. de THIERY emphasises and it would rather seem that it is still true that "our luck serves us better than our intelligence."

Among the points the author makes is that "we shall never successfully defend the flank of India against aggression from the north and north-west until the moral barrier we raise at present rests on a solid material foundation, of which oil must be the cornerstone. In no other way can we preserve our ascendancy in the Persian Gulf. To delay is to be squeezed out by the commercial enterprise of Russia and Germany. When we have centres of industry from Kerkuk to Rawal Pindi, with outlets for them to the sea of equal importance, there will be no need of paper conventions which guarantee nothing to us, but something to a rival. No longer will our statesmen be asked to negotiate with empty hands, and our diplomats to uphold British interests in Persia and Mesopotamia on crumbling prestige; no longer will we be thrown into a panic at every forward step of other Powers, and reveal our weakness by empty protests. If the position is not to be turned against us, it must be developed economically, with oil produced on the spot as a basis. In the Indian Empire itself, regarded as late as 1907 by no less an authority than Sir MAURICE SAMUEL, as the most likely source of Britain's supply of oil under the flag, we have done no great things except in Burma. When one of India's difficulties is to balance her budget, it must be a matter for regret that British commercial apathy is a contributing cause. For her petroleum deposits should be to her finances what Baku and Maikop are to Russia's." This presents a view of the question not to be found in the public speeches of the First Lord of the Admiralty, who confines himself to the simple question of ensuring supplies of liquid fuel for the Navy in time of war, but when we see how Russia's position in Central Asia has been gained, not so much by conquest as by her commercial expansion through the exploitation of oil in Baku, we cannot but realise that the relationship between oil and strategy is one of the greatest importance and needs to be considered.

The Shanghai Land Investment Company, Ltd., are redeeming this year their six per cent. Debentures of the £250,000 issue of 1st October 1904.

The estimated boat population of the Colony to the middle of 1913 was 47,870, and the living boats totalled 10,948, thus giving an average of 4.0 persons per boat.

Mr. A. M. Marshall, of Shanghai, has been appointed to succeed the late Mr. H. A. Ritchie at the West End Agency of the Peninsular & Oriental Steam Navigation Co. in London.

At a sitting of the U.S. Court for China at Shanghai last Monday, Hon. C. S. Lobingier, Judge, announced that in two weeks time the Court would be leaving for a session at Canton.

The Manila Observatory yesterday reported the typhoon to be E.S.E. of Manila, over or near southern Luzon, moving W.N.W. A telegram in the afternoon gave the position of the typhoon as E.N.E. of Manila moving N.W.

Prosecuting two junk people for bringing unstamped letters into the Colony, the Postmaster-General (Hon. Mr. E. D. C. Wolfe) said that they could bring in consignees' letters, but when letters contained other articles they must get them stamped.

The total revenue of the Sanitary Department collected during 1913 amounted to \$254,811.70 as compared with \$249,326.98 in 1912. The estimated revenue for the year was \$250,150. The total expenditure during the year was \$331,254.55 compared with \$324,043.92 in 1912. The estimated expenditure in 1912 was \$350,921.

At the Magistracy yesterday, Sergeant Pincott charged two Chinese boatmen with being in unlawful possession of six rifles, 900 rounds of ammunition, 11 lbs. of loose opium, and 130 tins of prepared opium. The goods were seized by the police on board a sampan. The case was remanded for the analyst to make his report on the opium.

Six pieces of cloth, worth \$62, were stolen from the shop of a tailor in Shau-kiwan West between Wednesday and yesterday morning. The police have also received a complaint from a Chinese motor-driver that some person has entered his house in Des Vaux Road Central and has stolen a box containing clothing to the value of \$30.

The Medical and Sanitary reports for 1913, which were laid on the table at the Legislative Council meeting on Thursday, mentioned that the new scavenging direct scheme had effected a saving of over \$6,000 in the cost of collecting the refuse of the city. For efficiency of control also, the report stated, there can be no comparison between the direct and the contract system.

Mr. A. H. Collinson, Chief Engineer of the Canton-Hankow Railway, has gone to the north of Japan to examine into timber production with special reference to the prospects for railway sleepers, says the *Hankow Daily News*. Upon the completion of his investigations in the Hokkaido, Mr. Collinson is going to London to join a prominent firm of consulting engineers, who have interests in China.

The post vacated by Mr. Rambold, the former Councillor of the British Embassy in Tokyo, will be filled by Mr. H. C. Norman, of the British Foreign Office, London. Mr. Norman comes to Tokio with a well known diplomatic career; he was formerly Secretary of the Embassy at St. Petersburg, a delegate to the mediation conference between Turkey and Bulgaria, and held a number of other important posts in the diplomatic service.

The report of the Colonial Veterinary Surgeon for 1913 shows an increase of \$3,725.55 in the revenue derived from slaughter-houses, and an increase of \$6,620.20 in rents from the markets, of which \$1,369.10 was contributed by the surplus stalls in the reconstructed Old Western Market, \$2,684 by the Reclamation Street Market and the stalls which it rendered vacant in Yau-mati Old Market and \$194.60 by the Praya East Market.

The death took place yesterday, at the early age of 23, of Mr. William Simpson Burleigh, who for just under two years had been employed in the general office at Tai-koo Dock. Mr. Burleigh, who was a native of Renton, Dumfriesshire, took ill about a month ago, and a fortnight since he was admitted to the Government Civil Hospital. The cause of death was consumption of the throat, following upon fever and dysentery. He had made many friends during his short residence in the Colony, and the news of his death came to them as a shock. The funeral takes place this afternoon, the cortege passing the Monument at 2.30.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

N.D.L. "BUELOW" ASHORE OFF
WEYMOUTH

LONDON, June 19th.

The Norddeutscher liner *Buelow*, bound for Southampton and Bremen from Yokohama, has gone ashore off Weymouth. There is a smooth sea, and the passengers are being taken off.

The *Buelow* went on the rocks in a fog. Her position is favourable if the weather keeps fine.

The liner yesterday evening was perfectly upright, and was not making water. Efforts to tow her off were fruitless. The passengers' baggage has been landed.

THE "KAISER WILHELM"
COLLISION.DESPAIRING STEERING PASSENGERS CALMED
BY OFFICERS.

LONDON, June 19th.

Passengers' narratives of the collision of the *Kaiser Wilhelm II.* and the *Incarnate* state that the officers had to go to the steering to calm the despairing passengers and serve out lifebelts. The boats could have been launched in 10 minutes. The behaviour of the seamen was splendid.

Divers have found that the German liner has two large rents, 24 feet and 18 feet long respectively. Two bulkheads were burst in, but the others held, and consequently there was sufficient steam to work the pumps.

THE "EMPRESS" DISASTER
ENQUIRY.

DEFECTIVE STEERING-GEAR ALLEGED.

QUEBEC, June 19th.

The Mate of the *Starstad*, under cross-examination, stated that he thought he had a right of way and that he was entitled to keep to his course and speed even in fog provided the speed were moderate. He anticipated no danger until he saw the *Empress* emerge from the fog, when a collision was inevitable. Captain Andersen, of the *Starstad*, testified that the shock of the collision was a very slight one. The *Empress* disappeared in the fog, and he was unaware that she was damaged. He was quite unable to explain the differences of opinion between himself and Captain Kendall regarding the respective courses and speeds.

Counsel for the *Starstad* produced a fireman employed on the *Empress* who affirmed that the steering-gear of the big liner was defective.

This evidence was rebutted by other *Empress* witnesses.

SCOTCH EXPRESS IN SWOLLEN
STREAM.THREE PERSONS DROWNED AND TWENTY
INJURED.

LONDON, June 19th.

An express train from Perth to Inverness partly fell into a swollen stream at Carr Bridge. Passengers were swept off into a torrent, three being drowned and 20 injured.

HUGE FIRE IN GLASGOW DOCK.

QUARTER OF A MILLION DAMAGE.

LONDON, June 19th.

A fire broke out at Kingston Dock, Glasgow, and several sheds and seven schooners were burned. The fire raged for nine hours before it was extinguished. The damage is estimated at £250,000.

DURAZZO'S CRITICAL POSITION.

DEFENDERS' ILL-FATED "SURPRISE"
ATTACK.

LONDON, June 19th.

The situation at Durazzo is critical. A panic reigned after a severe defeat of the Miridites and Malisioris in an abortive "surprise" attack on the insurgents' position in the mountains, when they were surrounded and mown down by quick-firing guns, losing 700 killed. They were poor defenders of Durazzo. The town was again attacked on Wednesday night for 11 hours.

All was quiet in the afternoon, and the reinforcements of Italian and Austrian bluejackets have been withdrawn. An Austrian ship, chartered by the Albanian Government, cruised the coast and bombarded the rebel positions.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE TURCO-GREEK CRISIS.

UNCERTAIN OUTLOOK.

CONSTANTINOPLE, June 19th.

The situation is improving under the influence of the Powers, but Turkey is determined by hook or by crook to get back Mitylene and Chios. Therefore, they are purposely clearing out all the Greeks on the opposite coasts.

The Porte's reply to the Greek Note has been presented. Although conciliatory in character, it alludes to the perturbation produced in Asia Minor by the influx of 200,000 Moslem refugees from Macedonia, who had been obliged to flee from persecution, and mentions that measures have been adopted to reestablish order, and hopes that Greece will reciprocate those efforts in Macedonia. Nevertheless, the reply evades the Greek demands for the reinstatement of emigrants and the return of their property.

BERLIN, June 19th.

Germany has agreed to the proposal of the Porte that representatives of the Embassies at Constantinople should investigate the position of the Greeks in Asia Minor.

LONDON, June 19th.

A party of Turkish Naval officials have arrived in England to purchase 120,000 tons of coal and five transports.

Though there is still optimism in the European capitals, the lighthouses have been extinguished on the Asia Minor coast, and two classes of Turkish Reservists have been called out.

The feeling of pessimism is growing in Constantinople, and Serbia's declaration that she will support Greece has strongly impressed the Porte.

ROUMANIA AND PEACE IN THE
BALKANS.

BUKHAREST, June 19th.

The King, at the opening of the Parliament, said that Roumania was determined to maintain the balance of power in the Balkans and work for the peace of Europe.

GOVERNMENT OF THE BRITISH
COLONIES.

LONDON, June 19th.

The Secretary of State for the Colonies (Mr. L. Harcourt) presided at a banquet of the Corona Club last night, at which there were 300 members and guests, including many Colonial Governors. The right hon. gentleman eloquently eulogised the work of the Colonial service, dealing separately with individual Colonies. He said there was much speculation concerning the results to the West Indies of the opening of the Panama Canal. He was not one of those who expected great advantages from the Canal, but trusted that the new route for shipping would bring some profit.

UNITED STATES' TRADE.

INTERESTING EFFECT OF TARIFF LEGISLATION.

NEW YORK, June 19th.

The imports in May totalled \$163,637,000, and exports \$157,467,000. The excess in imports is attributed to the tariff legislation.

BRITISH OPEN GOLF
CHAMPIONSHIP.

LONDON, June 19th.

The Open Golf Championship contest commenced in bright sunshine yesterday. The leaders on the day were:—Vardon, 150; Taylor, 152; Wilson, 153; Braid, 156; first amateurs, Mr. Hutchinson, 156; Mr. Jenkins, 159.

Quimet, the youthful American champion, was disappointing, his total being 165.

HOME TURF.

RESULT OF ASCOT GOLD CUP.

LONDON, June 18th.

The race for the Ascot Gold Cup, over a distance of 2½ miles, resulted as follows:—

Aleppo (Foy) 1
Willbrook (Donoghue) 2
Junior (W. Huxley) 3

Ten ran. Won by three-quarters of a length, three lengths between second and third. Betting: 3 to 1 against Aleppo; 20 to 1 Willbrook; 3 to 1 Junior.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CONDITIONS OF PEACE IN
MEXICO.

AMERICA INSISTS ON A "REBEL" PRESIDENT.

NIAGARA, June 19th.

The American delegates, at the Mediation Conference insist upon the appointment of a "Rebel" President in Mexico as the only means of ending hostilities, and hope that the delegates of President Huerta will not further oppose a plan promising peace.

The statement is significant in view of to-day's concluding meeting of the Mediators.

It is understood that General Villa recognises General Carranza as Civil Chief, but he himself will be the supreme military authority.

BRITISH GOVERNMENT'S
FINANCIAL POLICY.LIBERAL MALCONTENTS' AMENDMENT TO
BUDGET.

LONDON, June 19th.

Mr. R. D. Holt, Liberal M.P. for Hexham, Northumberland, and 14 Liberal Members of the House of Commons have given notice of an amendment declining to pass the Finance Bill until Parliament has approved of the object on which the additional taxation is proposed to be spent.

Mr. J. M. Hogge, Liberal M.P. for East Edinburgh, and Mr. A. McCallum Scott, Liberal M.P. for Bridgeton, Glasgow, have also given notice of a supplementary amendment declining to pass the Bill without an assurance that the Report Stage will not be taken until the Revenue Bill becomes law.

BRITISH SQUADRON IN THE
BAL TIC.

ENTERTAINED AT RUSSIAN PORT.

REVAL, June 19th.

There was a general holiday on the occasion of the visit of the British Squadron, and the streets were crowded. The Commander of the Baltic Squadron entertained the British officers to lunch.

MISS SYLVIA PANKHURST AGAIN.

FROM PRISON TO HOUSE OF COMMONS.

LONDON, June 19th.

Miss Sylvia Pankhurst was released from Holloway Goal on Wednesday evening. She afterwards motored to the House of Commons, and lay on a couch in the porch. Later Mr. George Lansbury informed her that Mr. Asquith had consented to receive a deputation of East End workwomen to-day. Miss Sylvia then departed.

NEW B. I. STEAMER.

The new B. I. Apsar steamer *Takada*, which is to take the place of the steamer *Thongwa*, on the Calcutta-Japan run, arrived here on Thursday morning on her maiden voyage to China and Japan. The ship was visited by many residents and was found to be an exceedingly comfortable, well equipped vessel, and, to all appearances, peculiarly adapted for the Eastern trade. She is a twin-screw vessel of 6,800 tons gross and 4,225 tons net, being of 4,800 indicated horse power. She is of the shelter deck class with poop, bridge and forecastle. She is 430 feet long and 58 feet broad and is fitted with all the latest improvements and conveniences for carrying first class, second class and native passengers and cargo. The vessel has accommodation for 50 first class and 50 second class passengers. The first class state rooms are very large and airy and are situated on the bridge, while the first class dining-saloon, music room and smoking room are on the bridge deck and are large and admirably furnished.

The second class accommodation is near the bridge and consists of 11 four and two three berth cabins and an admirable saloon. Electric fans are fitted in all first and second class cabins, as well as in the saloons, smoke room, music room, etc., while reading lamps are supplied in the berths. All the public rooms are fitted with a complete system of electric heating, the heater being what is known as the Tricity Ship Heater. In consequence of the new life-saving regulations, this ship carries fourteen 28 feet and five 20 feet lifeboats, besides a gig and dingy. The lifeboats are placed in pairs side by side and by new system of control as soon as the outside lifeboat is released the inside boat moves over and takes its place ready to be released also. The new boat is commanded by Capt. O. M. Robin. She has extensive deck passenger accommodation and can stow 8,000 tons of cargo.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

"WHITE WOLF'S" RAVAGES.

CENSORS DENOUNCE OFFICIALS FOR NEGLIGENCE.

PEKING, June 19th.

The Board of Censors has denounced the Tutuhs of Shensi and Kansu and the General Commanding the Seventh Army Division on account of neglect in fighting "White Wolf," who was thereby enabled to sack the city of Taohow and foreign missions.

A GENERAL'S ERRORS.

PEKING, June 19th.

Lut Chien Chang, leader of the campaign against "White Wolf," has been deprived of his rank as General, but the President leaves him the command until further notice in order to give him an opportunity of making good his errors.

GREAT CAPTURE OF BOMBS AND ARMS.

PEKING, June 19th.

The Tutuh of Hunan reports the discovery of a secret society, which has made common cause with "White Wolf," and with suppressed societies. Several of the leaders were taken and a great quantity of bombs and arms were discovered.

A HISTORY OF CHINA UNDER THE MANCHUS.

PEKING, June 19th.

It is announced that the record office for the compilation of the history of China under the Manchu dynasty will be opened on the 1st July, under the Chairmanship of Chao Erh Hsueh. Manchurian and Chinese historiographers will be employed and it is expected that the work will be completed this year. The Government has allotted the sum of \$1,000,000, but it is feared by the Young Chinese Party that an impartial account of the Revolution will not be given, especially not of Yuan Shih-kai's acquisition of full power, which will not be represented as having been conferred by the revolutionary party after their victory, but as having been granted to him by the Emperor.

LOCAL SELF-GOVERNMENT.

PEKING, June 19th.

A rescript by the President advises the district officials or Tao Ying to send precise reports to the Minister of the Interior of the social situation in their districts, as preparatory to the re-introduction of the self-administration thereof, also to prepare estimates.

THE PRESIDENT'S BIRTHDAY.

PEKING, June 19th.

Another Presidential rescript arranges for the yearly celebration of the President's birthday, which will take place on the twentieth day of the eighth moon according to the Chinese calendar on September 18th.

EUROPEAN SERVICE.

TURKEY AND GREECE.

INVESTIGATION INTO THE CONCESSIONS.

BERLIN, June 18th.

Turkey's reply has been handed to Greece. The Porte requests the Powers to send delegates to Macedonia and Asia Minor for the investigation of the concessions made. Germany has already signified her willingness.

The Turks have laid mines in the Gulf of Smyrna.

WAR FEVER RAGING AT ATHENS.

The warlike spirit at Athens is abating in consequence of the warning received from Roumania.

POWERS DECLINE TO SELL WARSHIPS.

Argentina and the United States have both declined to sell warships to either Turkey or Greece.

TURKISH MEASURES TO PROTECT GREEKS.

The Porte has invited the Powers to send Control Commissioners for the investigation of the measures taken by Talaat Bey for the protection of the Greeks.

RESIGNATION OF AN ADMIRAL.

BERLIN, June 18th.

Admiral v. Herringen has resigned.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

THE "BUELOW" ASHORE.

BERLIN, June 19th.

The N.D.L. *Buelow*, returning from East Asia, touched ground during a dense fog, at a distance of 33 miles from The Needles, Isle of Wight.

THE COLLISION AT SPITHEAD.

BERLIN, June 18th.

The passengers of the *Kaiser Wilhelm II.* have been taken on to New York by the *Imperator*.

LONDON, June 18th.

The collision of the Lloyd steamer *Kaiser Wilhelm II.* and the Liverpool steamer *Incomore* happened in a dense fog between Southampton and Cherbourg. Both vessels were severely damaged and put back to Southampton under their own steam. The *Kaiser Wilhelm* had on board 1,640 souls. There was no panic and the crew maintained excellent discipline.

THE ALLEGED NEW BOXER MOVEMENT IN CHINA.

BERLIN, June 18th.

The Chinese Minister to Berlin publishes a statement in the Press denying the rumours of the revival of the Boxer Society, the denial being based on a report from the Foreign Office at Peking. Kiangsu, Honan and Shantung are perfectly quiet.

THE "KOMAGATA MARU"

RETURNING WITH HER PASSENGERS TO ASIA.

LONDON, June 18th.

The owners of the str. *Komagata Maru* have arranged for the return of the vessel to Japan. The Indian passengers, who intended to force the permission for their entry into Canada, are exasperated and the Japanese crew are anxious. It is expected that two Japanese cruisers will arrive at Vancouver and they are likely to convoy the *Komagata Maru* on her return voyage.

BRITISH GOVERNMENT'S OIL POLICY CONDEMNED.

LONDON, June 18th.

The Conservative Press, especially the *Times*, condemn the Government's purchase of the Persian oil wells, because it tends to imperil the relations with Russia and the British position in the Persian Gulf.

THE SIEGE OF DURAZZO.

BERLIN, June 18th.

The advancing Miridites were enticed by the rebels into a swamp and wiped out. The town of Durazzo was thereupon again attacked and Admiral Morel defends the centre of the town.

The renewed attack of Durazzo has been repelled and no rebel managed to enter the town.

The Austrian Press is ill-humoured on account of Italian intrigues against Admiral Morel, but the Italian official Press declares itself in favour of Morel. H.M. the Emperor Franz Josef has consoled with Queen Wilhelmina on the loss of the brave Colonel Thomsen at Durazzo. The steamer *Noordbrabant* has left to convey his remains to Holland.

LONG-DISTANCE WIRELESS COMMUNICATIONS.

BERLIN, June 18th.

The Telefunken wireless stations of Nauen, near Berlin, Togo, and South West Africa have established communication.

The Russian Radiotelegraphic Station on the island of Wagatch in the Arctic Sea has been opened.

"Frivolity." Frear has secured the patronage of H.E. the Governor, General Kelly, and the Commodore, for his performance at the Theatre Royal on the 27th inst. Frear has guaranteed to make Hongkong audiences laugh as heartily as the Sultan laughed at him. Of course to laugh these days means discomfort, but one of Frear's happy frivolities will be to provide fans to each member of the audience. This is Frear's third visit to Hongkong, and a good house should greet him on this occasion. Booking it at Mounties.

APPALLING FLOODS IN THE WEST RIVER.

UNPRECEDENTED DEVASTATION.

GREAT LOSS OF LIFE AND PROPERTY.

The whole of the extensive region of the West River has been submerged this week by unprecedented floods due to heavy rains in the interior. Not for a hundred years, at least, has the river risen so high at Wuchow as it is at the present time. Between Sunday and Thursday the water at that point rose over seventy feet, and it is to be feared that it has risen still higher since. All telegraph communication is interrupted and the latest news from that region is such as came down by steamer yesterday.

The whole town of Wuchow is submerged, and north and south-east and west of that point, there is the same story to tell of other towns. Scarcely anything but a few roofs are to be seen.

The loss of life throughout the Delta must be very large, and the damage done to property cannot be estimated at less than ten million dollars.

The rice crop which a week ago was reported to be an average crop, has been completely ruined.

Wuchow, which is at the junction of five rivers, experienced the rush of waters from the Fu River first, then from the Liu River, and now the swollen waters of the West River, north of that city, are coming down. At Nanning on the 16th inst. the river had risen ten feet. All along the littoral of these rivers, extending for miles into the interior of the province, the devastation must be enormous for the water runs in these swollen rivers like a mill race.

HONGKONG FOOTBALL LEAGUE.

ANNUAL MEETING.

The annual meeting of the Hongkong Association Football League was held at the Victoria Recreation Club last evening, Mr. F. W. Eager presiding (in the absence of Mr. H. R. B. Hancock, President) over a disappointing attendance.

The report and statement of accounts, presented by the Hon. Secretary and Treasurer (Mr. A. S. Ellis) stated that balance at working account showed a credit of \$5,76, after allowing for cost of medals, advertising, printing, etc. This figure was arrived at through advance made by the Hon. Secretary of \$4,21 in order to pay the referees' fees and other expenses, due to the non-payment of fees by certain teams amounting to \$90. On account of this the Hon. Secretary and Treasurer had been unable to close the accounts and call the annual meeting, which evoked certain comments in the local papers, and in order to bring the matter to an end he had advanced the money out of his own pocket. After a good season the D.C.L.I. won the 1st Division, and the 89 Coy. R.G.A. won the 2nd Division.

The Chairman remarked that the amount due by the League to the Hon. Secretary was \$94.21, and that was not satisfactory, either from the point of view of football generally or from the Hon. Secretary's point of view, and when they found it was due from the teams in the League it was worse than ever. The present condition was solely due to various Clubs not paying referees' and entrance fees.

The report and balance-sheet were passed.

The President (Mr. H. R. B. Hancock) was re-elected, on the motion of the Chairman.

Mr. Ellis intimated that he wished to be relieved of his duties as Hon. Secretary and Treasurer. The question of a successor and of a Secretary for the Second Division of the League was left to another meeting, to be held in a month's time.

Mr. Ellis was appointed Vice-President of the League.

Only three Clubs being represented at the meeting, it was decided that the two remaining Clubs in the First Division not represented should be asked to nominate a member. Sergt. Wilson (R.G.A.), Mr. Moran (H.M.S. *Tamar*), and Mr. Eager were appointed to the other vacancies.

On the motion of the Chairman, it was decided to record on the minutes the League's appreciation of the services rendered by Mr. A. S. Ellis during his tenure of office as Hon. Secretary and Treasurer.

The meeting was then adjourned.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 19th June state:—

Since our last report the local market has again ruled very dull, but prices generally have remained steady, and in a few instances advances have taken place. Langkats have again been a fluctuating market, and during the week declined to Tls. 44, at which price buyers came forward, and have now strengthened to Tls. 49 for cash, with a good demand. The London market for "Oils" has remained steady and no change of any appreciable extent has to be reported in the "Rubber" or "Tin" market. Fine Hard Para is now quoted at 2/8½ per lb., and Plantation Sheet at 2/4½ per lb. The open market rate of discount is again easier at 4½ per cent., but the Bank of England rate remains unchanged at 3 per cent. Bar Silver is quoted at 23½d. for ready, and 25 15/16 for forward. Sterling T.T. at 1/10½; Shanghai T.T. at 74½, and Singapore T.T. at 81. Consols according to our latest advices stand at 73½.

BANKS.—Hongkong and Shanghai close with buyers at \$81½, and are advised from London as having sellers at \$84 5/8.

MARINE INSURANCES.—Unions are in demand at \$7½, with no shares on offer, and Cantons are wanted at \$310, without leading to business. North Chinas have a nominal quotation of Tls. 140, and Yangtses of \$194 at exchange 73.

FIRE INSURANCES.—China Fires are now wanted at the improved rate of \$151, but no shares are on offer, and Hongkong Fires have a buying quotation of \$387½, but no business has to be reported.

SHIPPING.—China and Manilas have been placed at \$3, and Douglases are wanted at \$30, but no sellers are in evidence. Steamboats have buyers at \$20½, but no shares are obtainable at the rate. Ludos are on offer at \$64, and Star Ferries at \$46, with no transactions to be reported. Shell Transports have local buyers at 103/8, and are advised from London as having a middle quotation of 104/8.

REFINERIES.—China Sugars remain a quiet market, and close with a nominal quotation of \$79. Luzons are still on offer at \$28, with no business to report.

MINEING.—Kailans are wanted at 37/8, and have a London middle quotation of 33/1½. Kronos close with a nominal quotation of 39/9, and Raubs are on offer at \$2, without leading to business.

OILS.—Ural Caspians have buyers at 46/9. Mexican Eagles are quoted at 39/6. British Burmahs at 4/6, Maikops at 10/7½, all middle prices.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been the medium of business at \$63, and now close with buyers at \$62, with no shares on offer. Kowloon Wharves are inquired for at \$62½, but no shares are on offer at the rate. Shanghai Docks close with a nominal quotation of Tls. 59, and Hongkong Wharves are wanted at Tls. 60½.

LANDS, HOUSES AND BUILDINGS.—Hongkong lands remain in request at \$125. Kowloon lands are on offer, and Hongkong Lands have buyers at \$113, with no business to report. Humphreys Estates have been placed at \$7½, and now close with buyers at \$7½. Kowloon Lands are quiet at \$44, and West Points are in demand at \$73.

COTTON MILLS.—Ewos close with a buying rate of Tls. 127, and Shanghai Cottons are wanted at Tls. 110½. Lion Kung Mows have been placed at Tls. 83 and are now wanted at Tls. 80 with no shares on offer. Kung Yiks have buyers at Tls. 111 and Internationals and Soy Chens close with a nominal quotation of Tls. 77 and Tls. 40 respectively. Hongkong Cottons are inquired for at \$7.

MISCELLANEOUS.—China Lights are wanted at \$4½. Hongkong Electric at \$39, Hongkong Ropes at \$31, Peak Trams (old) at \$91 and Watsons at \$710. China Providents are on offer at \$84, Dairy Farms at \$39, Green Islands at \$6, Peak Trams (new) at 80 cents, Steam Laundry at \$5 and Union Waterworks at \$19. The following close with a nominal quotation, viz.: China Borneos \$113, Hongkong Ice \$200, Hongkong Trams 2/3 and Powells \$84.

LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth's wire quotations from London yesterday were as follows:—
Trophies Mines 28/9
British Burmah Petroleum 4/6
Ural Caspian Oil 48/-
Hongkong and Shanghai Banks 284 5/8 sellers.
United Serdang 8/-
Mexican Eagle 39/6
Rubber Plant. Inv. Trust 10/-
Maikop Premier Oil 8 1/8 at 10/7½
Shell ("Beaver") 104/8
Indo-China (Combined) 135/-
Chinese Engineering 93/11
Hongkong Electric Trams 3/6 ex div.
Venture Trust, Ltd. 1/-
Fine Hard Para 2/8½
Plantation 2/4½
Tone of the Rubber Share Market Firmer.
Tone of the Tin Share Market Firmer.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized and unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—THE MEDICAL HALL.

HONGKONG.



MOTOR LIGHTERS FOR SOUTH SEA ISLANDS.

Messrs. W. S. Bailey & Co., Ltd., have completed, to the order of Messrs. F. Blackhead & Co., a motor-driven lighter for service in the South Sea Islands. The vessel is 60 feet over all by 12 feet beam, with deck cabin, bunks and drawers, etc., and with cargo hold forward. Mast, derrick and winch to lift one ton are fitted for ready handling of cargo.

The motive power consists of a 45 h.p. "Drott" crude oil motor engine having a bronze propeller with reversible blades.

On trial the vessel proved entirely satisfactory, no trouble being experienced with the motor, which ran perfectly and gave a speed upon the measured mile of 8 knots at 400 revolutions per minute.

Messrs. Bailey & Co. are completing two other tank motor boats of 42 feet and 50 feet and two steel motor boats of 56 feet and 70 feet, besides a steel cargo steamer for the Manila passenger and lumber trade.

This vessel is one of the largest built by Messrs. Bailey & Co. and will carry 1,000 tons of lumber. First-class accommodation is provided for passengers in saloon on after deck, leaving the forward part of the vessel clear for working cargo. Four powerful steam winches of noiseless type are provided with masts and derricks. The hold is designed clear of pillars or other obstructions.

The engines are triple expansion of 750 horse-power working at 180 lbs. pressure and the vessel is to Lloyds A1 class.

PROGRESS OF EDUCATION IN HONGKONG.

In the course of his report, which was laid on the table at the meeting of the Legislative Council on Thursday, the Director of Education stated that after deducting the school fees received, the total net expenditure on education was \$195,916 (\$170,165 in 1912). This is the largest amount by nearly \$25,000 spent in any year on education in the Colony. The increase is mainly in connection with the Education Ordinance. School and Technical Institute fees amounting to \$73,248 were collected (\$69,193 in 1912). As in addition \$3,739 in school fees were remitted to free scholars, this amount is also a "record." The percentage of revenue to the total expenditure of the Colony is still very low, 2.40. The increase in cost at Queen's College and the decrease at the British Schools were noteworthy. The net cost to the Government of the British Schools at Kowloon and Victoria was \$10,990.98, and that of Queen's College \$52,593.31.

Referring to the passing of the Education Ordinance to provide for the registration and supervision of certain schools, the report stated:—"The principle of State registration of schools has been much discussed at home lately, but I am not aware that it has received the sanction of the legislature in any part of the Empire other than Hongkong. It is justifiable on the following grounds:—The public are entitled to protection so far as a Government can give it. 'If mines and factories cannot be left without supervision, neither can schools' (Bishop Welldon). And as the State endeavours to prevent the public from being defrauded in respect of other commodities, so also it should do where education is sold; it being a ware the value of which it is difficult to assess at a glance. There is the further argument that State expenditure on education cannot be used to the best advantage unless the extent of that private educational effort is known, which it professes to supplement. Without compulsory registration this knowledge is unobtainable." The average attendance at the Kowloon School was 62 (57 in 1912), the increase being due mainly to the abolition of the age limit for boys. The Director, in reference to this school, also remarked:—"The senior boys are taken by the headmaster in a matched which struck me as rather chilly—it was a bleak day." Also "generally I was struck with the business-like of the whole school, and pleased with the examples of neat written work I picked up casually."

The work at the Victoria British School was on the whole satisfactory, and a school was opened at the Peak at the beginning of January. Referring to Queen's College the report says:—"Queen's College has of late years felt the competition of three new schools for Chinese, the effect of which has been to reduce the numbers. This result, though not particularly lamentable in itself, has led to the retention and promotion of boys who are unfit for their position in the school; and this in turn has led to a great loss of efficiency. This tendency is now being resisted, a process which may lead at first to some further reduction in numbers, but which will add enormously to the true value of the College and ultimately should increase the attendance. In my report for 1912 I wrote that the primitive organization of the College still required much development. This work of re-organization has proceeded steadily through the year. In the first place inquiry showed that the Lower and Remove Classes which work at the same syllabus as the District Schools, failed to attain the same high average standard. The fault was due mainly to a too lenient system of promotion of the College. The Vernacular entrance examination and the system of *part pass* promotions in the English and Vernacular Classes having become considerably relaxed, the rigour of the rules has now been restored."

INTIMATIONS

Why Endure Pimples and Blackheads?

If you wish a skin clear of pimples, blackheads and other annoying eruptions, begin today the regular use of Cuticura Soap assisted by Cuticura Ointment. No other method is so agreeable, or so often effective.

TREATMENT:—Gently smear the affected parts with Cuticura Ointment, on the end of the finger, but do not rub. Wash off the Cuticura Ointment in five minutes with Cuticura Soap and hot water and continue bathing for some minutes. This treatment is best on rising and retiring. At other times use Cuticura Soap freely for the toilet and bath, assisted by occasional applications of Cuticura Ointment to prevent inflammation, irritation and clogging of the pores; the common cause of these distressing facial eruptions.

Cuticura Soap and Ointment sold everywhere. Sample of each with 25-p. Book free from nearest depot: Newbery, 27, Charterhouse St., London; R. T. Owen & Co., Boston, N.B.; L. S. Watson, Ltd., Cape Town; J. B. Clark & Co., Sydney; and J. B. Clark & Co., Melbourne. Cuticura Soap and Ointment made in U.S.A. at Framingham, Mass. Write for sample free.

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1854).

SOLE AGENTS FOR

FALCON!

FALCON!!

FALCON!!!

A. G. GRIFFITH

PILSENER BEER

SOLD AT

\$8.46 per dozen of 12.

\$2.24 " " per 6.

DUTY FREE.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12.
Telegraphic Address: "Press."
(Codes: A.B.C. 5th Ed., Lieber's.)

NEW ADVERTISEMENTS

LINGERIE.

ORDERS Solicited for Lingerie of all sorts. Blouses, Dresses, Baby Outfits, etc. Competent Workwomen Employed. Hand-Made Laces. Prices Moderate. Estimates Furnished on application. Satisfaction guaranteed.

Address—P.O. Box 636, Hongkong.
Hongkong, 20th June, 1914. [851]

CANTON AND HONGKONG ICE AND COLD STORAGE CO., LTD.
(In Liquidation).

NOTICE.

SHAREHOLDERS of the above Company are hereby informed that copies of the Report and Accounts of the Liquidator dated 8th June, 1914, can be had on application at the Office of Messrs. LOVE, BINGHAM & MATTHEWS, New Government Building, Hongkong.

A. R. LOWE, Liquidator.
Hongkong, 19th June, 1914. [852]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impounding the discharge or remaining on board after 4 p.m. the 20th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 19th June, 1914. [11]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF JAPAN"

THE above-mentioned Steamship having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcel, Treasure and Valuable, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 26th June will be subject to rent.

No Fire Insurance will be effected.
All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination. No Claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent.
Hongkong, 19th June, 1914. [855]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Far Eastern News.
Leading Articles:—
China's Waterways.
The Outlook in China.
"Squeezing" Macao.
Mining Enterprise in China.
Random Reflections.
Hongkong.
The Hongkong Bank Case.
Helena May Institute Fund.
Chinese Medicine Shop Burned.
Murder and Armed Robbery at Tai Kok Tsui.
Another Armed Robbery.
Sanitary Board.
White Gloves.
Loss of a Japanese Surrey-ship.
Hongkong Legislative Council.
The Shanghai Volunteer Corps.
A Shanghai Bankruptcy.
Tuberculosis in the Orient.
Supreme Court.
Death of Mr. J. P. Madar.
A Schoolboy's Death.
Estate Duties in Hongkong.
Government Thanks the Tung Wah Hospital.
A Bid for Freedom.
An Indian and his Dog.
Telegrams.
Gambling for Notes.
The Kwangtung Note Redemption Scheme.
The Canton Note Redemption.
The Headwaters Gold Mine.
Dr. Morrison's Leave.
Japanese Life Insurance Cos.
Peking Notes.
Cook's to Open Russian Offices.
Gold Mining in the Philippines.
The Nippon Yusen Kaisha.
Eastern Pioneer Company, Limited.
Commercial Shipping.

Extra Copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent, including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 20th June, 1914.

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the selling by Public Auction Sale, to be held on MONDAY, the 22nd day of June, 1914, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Mount Davis, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN LEASE to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Lot	Area	Boundary Measurements (Approximate)	Contents in Square Feet	Annual Rent	Estimated Price
1	Lot 100	100	100	100	10.250	44
					about	50

Hongkong, 20th June, 1914. [853]

NOTICE TO CONSIGNEES.

From EUROPE.

THE H.A.L. Steamship
"SILESIA,"
Captain H. Christensen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex ss. "Corinthia" from Abus.
Ex ss. "Göteborg" from Göteborg.
Ex ss. "Helsingborg" from Halmstad.
Ex ss. "Larson" from Åbo.
Ex ss. "Lisbeth" from Stockholm.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 19th June, 1914. [854]

HONGKONG CLUB.

WANTED.

A DINING ROOM STEWARD, EUROPEAN, to supervise generally the Service in the Dining Rooms. A Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.

JAMES CRAIK, Secretary.

Hongkong, 8th June, 1914. [808]

WANTED.

ONE CHINESE SHORTHAND-TYPIST

and THREE CHINESE CLERKS with Knowledge of Accounting.

Apply to—

Care of "Daily Press" Office.

Hongkong, 18th June, 1914. [843]

LIFE INSURANCE.

THE advice of Mr. E. P. HENDERSON, I.C.S., Ltd., is available as to Insurance of every kind save Marine, on the conditions stated in his pamphlet, copy of which can be had on application, by all persons (not connected with Insurance business) who apply to him for it. He is now in a position to secure world-wide Policies from one of the leading Life Insurance Companies for residents of Hongkong at heavy rates. In the past 14 years Mr. HENDERSON has been consulted over 17,000 times, and has placed Life Policies insuring approximately 7 million pounds sterling. 42, Leinster Gardens, London, W.

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet. All discounts will be withdrawn from same date.

By Order of the Directors,
GEORGE CUREY, Local Secretary.

Hongkong, 21st May, 1914. [787]

WELHATWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Swimming, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEEB, L.C.P. (1945)

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive tenders for the purchase of the ROYAL ASSURED WATER MANUFACTURING COMPANY, LIMITED, up to and including the 30th June, 1914, and no tenders will be considered which reach the Undersigned after that date.

Intending Purchasers are required to deposit the sum of \$1,000 on making a tender.

If no suitable offer is received before 12 o'clock Noon on TUESDAY, the 30th June, 1914, THE WHOLE OF THE ASSETS will be put up to Public Auction by Mr. G. P. LAMBERT, Auctioneer, at his Sales Rooms in Duddell Street, at 3 p.m.

J. HENNESSY SETH, Receiver for the Debenture Holders.

Hongkong, 18th June, 1914. [788]

INTIMATIONS

LANE, CRAWFORD & Co.



Go To Bed Happy. Get Up Happy. Wear a Loose-Fitting B.V.D. (Trade Mark) Short Sleeve, Knee Length Sleeping Suit. Made from this cool fabric that lets the air through. Get on full free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN B. V. D. SLEEPING SUITS

\$2.75 AND \$4.75 PER SUIT.

B. V. D. VESTS AND DRAWERS \$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR GENTLEMEN WHO CANNOT WEAR COTTON.

LANE, CRAWFORD & Co.



THE NAME STANDS FOR The Longest History. The Widest Experience. The Greatest Manufacturing Resources. The Most Complete and Comprehensive Product. The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters." FINEST AND ALWAYS Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa.



HAVE YOU USED KAMIA OIL? (Registered). THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the hair cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE. A sample phial will be sent free of charge to all who write for it.

PRICE 80 Cents a bottle, net.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUEN WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMIA PERFUMERY COMPANY, Bombay, India. [687]

TELEGRAPHING

If you want to save

TIME AND MONEY

GO TO

KELLY & WALSH, LTD.

New Stock of 12 and 13 Figure Codes

Just Received.

Hongkong, 17th June, 1914. [836]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR, Manager.

6, Des Voeux Road Central (First Floor).

Telephone No. 650.

Hongkong, 18th May, 1914. [710]

IN THE MATTER OF THE COMPANIES, ORDINANCES 1911 AND 1913,

and

IN THE MATTER OF THE HEUNG NAM HOTEL COMPANY, LIMITED

(In Liquidation).

NOTICE IS HEREBY GIVEN pursuant to Section 181 of the Companies Ordinance 1911 and 1913 that a MEETING of the CREDITORS of the HEUNG NAM HOTEL COMPANY, LIMITED (In Liquidation), will be held at the Office of Messrs. PEARCE, SMITH, SETH & FLEMING, No. 5, Queen's Road Central, First Floor, on SATURDAY, the 27th June, 1914, at 12 o'clock Noon, for the purpose provided for in the said Section.

Dated at Hongkong, this 17th day of June, 1914.

J. HENNESSY SETH, Liquidator. [829]

GRACA & Co.

PRINTERS (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS, TOYS, &c.

Just Received.

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [603]

INTIMATIONS

HONGKONG ICE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on TUESDAY, the 23rd day of June, 1914, at 11 o'clock A.M., when the Subjoined Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 4th day of June, 1914, will be submitted for confirmation as Special Resolutions:—

- That it is expedient to acquire and purchase the business property and goodwill of the Oriental Ice Syndicate and that the Provisional Agreement for the purpose submitted to this Meeting dated the 23rd March, 1914, and made between the Provisional General in Hongkong of the Society of the Missions Etrangères of the one part and this Company of the other part and dated the 23rd day of March, 1914, and made between the Honourable Sir CAROLINE PAUL GRATER, Knight, C.M.G., JOSEPH WHITELLY, NORRIS, ANTONIO BARRETO and A. RAPOUN VERTANIAN, AGENT of the one part and the Company of the other part be and the same are hereby approved and ratified and that the General Managers of the Company be and they hereby are authorized and requested to carry the same into effect with full power to assent to any modification in the said Agreement which they think expedient in the interests of the Company.
- That the Capital of the Company be increased from \$125,000 (divided into 5,000 shares of \$25 each) to \$162,500 (divided into 6,500 shares of \$25 each) by the creation of 1,500 new shares of \$25 each.
- That the said 1,500 new shares be pursuant to the first mentioned Agreement in Resolution 1 allotted as shares fully paid up to the said Provisional General in Hongkong of the Society of the Missions Etrangères in consideration of the transfer to the Company of the property business and goodwill referred to in the said Agreement and upon the footing as to dividend provided for in the said Agreement.
- That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated the 5th day of June, 1914.

JARDINE, MATHESON & Co., Ltd., General Managers. [799]

SOCIÉTÉ DES PULPES ET PAPIERIES DU TONKIN.

A LIMITED COMPANY WITH A CAPITAL OF \$600,000 WITH ITS HEAD OFFICE IN HAIPHONG (TONKIN), 21, JULES FERRY STREET.

NOTICE.

By virtue of a Resolution of the Extraordinary General Meeting of the Shareholders of the above Company held on the 25th May, 1914, it has been decided to issue Two Thousand Shares of \$50 each, half of the amount payable on application and the other half on the 1st day of August, 1914.

All applications can be sent in to the Head Office in Haiphong to the Company's Bankers, "LA BANQUE DE L'INDO-CHINE," in Haiphong, Hanoi and Hongkong, and also to Messrs. LOVING, BROMHAM & MATTHEWS, New Government Building, Des Voeux Road, Hongkong.

The holders of the old shares shall have the preferential right to apply for the shares now issued.

This privilege subject to forfeiture should be exercised from this 16th day of June, 1914.

The applications made for the issue of 3,300 Preference Shares sanctioned at the General Meeting held on the 7th February, 1914, which are not withdrawn by the applicants before the 20th June, stand good for this present issue. This present issue shall be irrevocably closed on the 30th June, 1914.

The 2,000 Preference Shares now issued shall have all rights in preference to the old shares, being withheld to a first, cumulative dividend of 8% Furthermore, after setting aside for the old shares and Founders' Shares the 8% and 8% of the profits at present reserved to them by Article 41 of the Statutes, the new share will also participate concurrently with the old shares in the division of 60% of the balance of profits which may accrue.

In the event of the dissolution of the Company there will be charged on the net assets realized:—

(1) The sum which by reason of the insufficiency of profits distributed during the Company's existence would be necessary to complete if need be to the first dividend of 8% to the Preference Shares during the existence of the Company.

(2) The necessary sum to completely redeem the Capital of the Preference Shares, if this redemption has not already been effected.

In view of there is no need and as regards the surplus reference is made to the Notice published in compliance with the law of 20th January, 1907, in the Official Gazette of Indo-China.

By Order of the Board,
L. FORCHET, One of the Administrators. [839]

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911 AND 1913,

and

IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.

(In Liquidation).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Members of the above-named Company will be held at the Office of Messrs. PEARCE, SMITH, SETH & FLEMING, No. 5, Queen's Road Central (First Floor), Hongkong, at 11.30 o'clock in the forenoon, on SATURDAY, the 27th day of June, 1914, for the purpose of having an account laid before them for the year ending 15th May, 1914, and of having any explanations that may be given by the Liquidator.

Hongkong, the 16th day of June, 1914.

J. HENNESSY SETH, Liquidator. [835]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY AND TUESDAY, THE 23RD AND 24TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT NO. 18, HUMPHREYS BUILDING, CORNWALL AVENUE, KOWLOON.

THE WHOLE OF THE VALUABLE FURNITURE, BLACK WOOD-WARE AND CHINESE CURIOS

CONTAINED THEREIN, Comprising:—

HANDSOMELY CARVED BLACK WOOD SIDEBOARD, DINNER WAGGONS, ROUND DINING TABLE and CHAIRS, SILVER CABINET, BOOKCASE, PORCELAIN INLAID SCREEN, HATSTAND, PEDESTALS, FLOWER STANDS, TEA TABLES, etc., etc.

SILVER CANTEN SET (French), FISH KNIVES and FORKS, FRUIT KNIVES, TEA SET, 3 SALVERS, PUNCH BOWL, KETTLE, CANDELABRA and VASES, etc., etc.

VERY HANDSOME VENETIAN GLASS, BACARAT TABLE GLASSWARE, CUT-GLASS BOWLS and DECANTERS, etc., etc.

FINE PERSIAN RUGS, Very Fine JAPANESE SILK EMBROIDERED PICTURES (Gold, Medals, etc., Exhibition), HANGINGS, CUSHION COVERS, WATER COLOURS, etc., etc.

STAINED TEAK BEDROOM SUITE, DOUBLE BRASS BEDSTEAD, BOX COUCH, LADY'S WRITING DESK, TEA and OCCASIONAL TABLES, SOOCHOW CURTAINS, HANDSOME ELECTRIC FITTINGS, and FANS, FLUSH and SILK UPHOLSTERED EASY CHAIRS, JAPANESE CHERRYWOOD CABINET, etc., etc.

VICTOR CABINET GRAMOPHONE with Records by CARUSO and other well-known Artists.

COTTAGE PIANO by Hooff. STEEL FIRE PROOF SAFE.

ALSO A COLLECTION OF ANTIQUE CHINESE CURIOS AND BRONZES from Ming to T'owkong.

Comprising:—

6-Coloured BLUE and WHITE VASES, PLATES and BOWLS, IMPERIAL CHINA SANG-DE-BOEUF VASES, IVORY and JADE ORNAMENTS, JADE and GLASS SNUFF BOTTLES, MING BRONZES and ENAMEL, etc., etc.

AND 1 FRENCH ENAMEL MEDALION "SAYR and NIMPH."

On view from SATURDAY, the 20th June. Catalogues will be issued.

Terms: Cash on delivery.

Geo. P. LAMBERT, Auctioneer.

Hongkong, 15th June, 1914. [830]

TO LET

TO LET.

From 1st May, 1914.

NO. 104A, THE PRINCE, FURNISHED.

Apply to—

S. J. DAVID & Co., Prince's Buildings.

Hongkong, 7th February, 1914. [264]

TO LET.

2 ROOMS for Offices, 6, Des Voeux Road Central.

Apply to—

T. YUASA, 6, Des Voeux Road.

Hongkong, 19th June, 1914. [849]

PRINCE'S BUILDING.

TO LET the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—

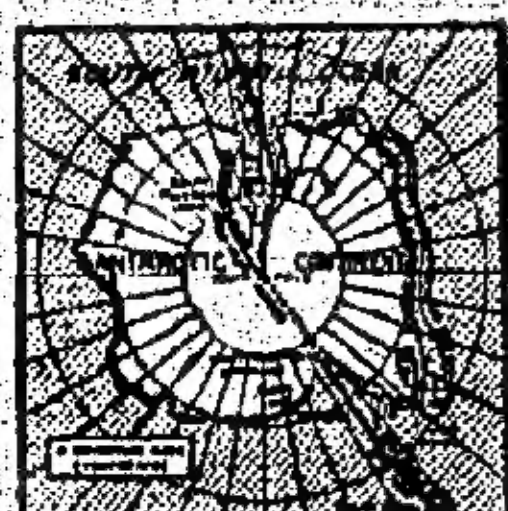
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.



NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

Sir Ernest
Shackleton's
Route
1,700 miles
across the South
Pole from sea to sea.



WRITING to the agent
entrusted with the
purchasing of the stores
for the forthcoming im-
perial Trans-Antarctic
Expedition, Sir Ernest
Shackleton uses these
words:

"The question
of the concen-
trated beef
supply is most
important—
it must be
Bovril."

Men who trust
their lives to
their food must
not make a mis-
take, and Sir
Ernest Shack-
leton, planning
this expedition
with as intimate

a knowledge of
stores as of ice
and snow, has
recognized the
scientifically
proved value of
Bovril.

"HOW I MADE MY WINDOWS PRETTY."

"Peach's Beautiful Book
told me all about it."

FREE To all. Tells about
PEACH'S
Patent Home Curtains.
The greatest problem which confronted me when
I was furnishing my home, was how to dress the
windows in the attractive fashion on an
economical basis. I must confess that I was
considerably surprised when I wrote to Peach's
for their book "Ideal Home Decorations"—the
greater portion of which is devoted to curtains
and decorations. It contains the most charming
designs, showing how the most unattractive
features could be made pretty and inviting.
It is the only book produced which tells of
Peach's Special Patent Home and Sunfast
Fabrics. These in themselves are
worth a volume
of description.
I was most im-
pressed by the
clear, clean, and
window decoration.
These suggestions
not only embodied
the actual also
and number of
curtains required
but it was a
great help to
see at a glance just how much each
window would cost, and then by reference
to the book one could easily see how the
window would look when finished.



The Book also contains many varieties
of other necessities. HOUSEHOLD
LINENS, UNDERWEAR, CLOTHING,
LADIES' BLOUSES, LACES, etc.
The illustrations were superb. Nowhere is it
possible to obtain curtains of such exquisite taste.
A plain fact also to the
most casual observer
was the astonishingly
moderate prices of the
products from this
famous home.

Peach's Loom Prices
55% CHEAPER.
Designs of curtains,
drapes, and window
treatments, such as
Meers, Samuels, Peach
and Sons, the actual
materials which were at
least 25 per cent cheaper
than one usually pays
for the most ordinary
quality. This is simply
because Peach's are the
actual makers supplying
direct to the users and
have 50 years' experience.
Fill in the coupon below, or send postcard for
free copy of this magnificent book. You will never
be able to admire its contents. Write now. Get the
handsome book "Ideal Home Decorations" by
return.

THE LOOMS, NOTTINGHAM, England.
FREE COUPON
S. Peach & Sons, (Dept. A),
Nottingham, England.
Please send me your Free Catalogue
Curtain Guide on per post office.

FOREIGN TRADE OF CHINA. CUSTOMS REPORT FOR 1913.

The following report on the Foreign
Trade of China for 1913, by Mr. J. L.
Chalmers, Statistical Secretary, is
published by the Inspector-General of
the Maritime Customs—

GENERAL.
At the end of 1913 the condition of
China seemed not unfavourable for the
gradual restoration of order, but events
were soon to move in a contrary direction.
Early in the new year rumours were heard
from various central and southern
provinces and month after month passed
with little or no sign of a return of the
confidence on which commercial pros-
perity depended. At length, at Kiukiang,
on the 12th July, defection broke into
open revolt, and from that date until the
1st September, when Nanking was entered
by Government troops, civil war raged
on the Lower Yangtze, in Kwangtung,
and in Szechuan, sending its echoes to the
farthest corners of the country. Though,
happily, short and decisive, the war
had the effect of aggravating all the
evils from which trade had been suffering,
such as the timidity of capital, the
dangers of trade routes, and, above all,
the over-issue and consequent depreciation
of provincial paper money. Disabled men,
at a loose end after the main conflict
was decided, and possessed of fire-
arms, formed dangerous bodies of outlaws
and paralysed trade in various districts.
The restoration of order was set back
indefinitely, money being more and more
hoarded or deposited in foreign banks,
and it cannot be said that there was any
improvement in this respect up to the end
of the year. Apart from the troubles
which centred on the Yangtze, the
difficulties with Mongolia have also to be
reckoned among political conditions
adverse to the interchange of commodities
in the far north, where the rebel move-
ment had but little direct influence.

Once more, as in 1912, the year's harvests
counted for much on the side of peace
and order. In spite of unfavourable
weather here and there, drought on the
Yangtze and in Manchuria, and floods in
Kwangtung, the average harvest was fairly
good, while Siam and Tonkin were able
to furnish an abundance of cheap rice to
supplement home supplies.

It is not easy to reconcile with this brief
sketch of internal conditions the record
figures of values and revenue which
follow. The figures demonstrate at least
the remarkable vitality of the trade which
has produced them.
The course of exchange was, on the
whole, downwards. Beginning at 2s.
10 1/2d. in January, the demand rate for
the Shanghai Tael fell to 2s. 7 1/2d. in
the end of December. The value of
the tael was very uncertain in the first
few months of the year, falling nearly
4d. between the 8th January and the 19th
March, and recovering 2 1/2d. by the
14th May. After the last-mentioned date,
which synchronises with the floating of
the Quintuple Loan of £25,000,000, it
continued steadily with an extreme
variation of about 2d. up to the end of
the year. Thus, to the advantage of
imports and the detriment of exports,
there was maintained an average level
nearly as high as that of 1912 and much
above the levels of the four years
immediately preceding.

RAILWAYS.

Much of the information contained in
the following brief notes on railways has
been derived from reports appearing in
the *Far Eastern Review*. Relatively speak-
ing, not much was heard during 1913 of
railway construction, nor is that sur-
prising, considering the state of the country;
but the planning of railways showed
unprecedented activity. Hitherto, China's
intercourse with the outer world has been
effected chiefly by the sea, but now the
influence of the Trans-Siberian Railway is
already felt, not only in passenger
traffic, but also in diverting the carriage
of beans and other agricultural products
towards Vladivostok for export; while
between Japan, Korea, and South Man-
churia, and between Hongkong and the
Kwangtung provinces, goods are passing
in notably increasing quantities by rail
through Antung and Kowloon. An
express service of trains and steamers
between Tokyo and Peking performs the
journey in 3 days 2 hours.

The Amur Railway is steadily progress-
ing, from east and from west. It is
expected that the eastern section will be
completed in 1915, after which an
extension from Hailuoguo to Imperial
Harbour is contemplated.

On the 24th September, 1912, the Chinese
Government entered into a contract with
the Compagnie Generale des Chemins de
fer et de Tramways of China, of Brussels,
for the construction and equipment of
the Lung-Tai-Yantai Railway, thereby
authorising the company to issue a 5 per
cent. gold loan of 20 million francs for
that purpose. This will be a line of
capital importance, as it will run, in a
capitally east and west direction, through
the provinces of Kansu, Shensi, Honan,
and Kiangsu. Its course is laid from
Lanchow, to pass through the important
cities of Sianfu and Tungwan, to absorb
the existing line between Honanfu,
Chengchow (where it crosses the Peking-
Hankow line), and Kailengfu, then to
bend slightly southwards to Suichow
(where it crosses the Tientsin-Pukow
line), and thence to a port yet to be
determined. Hanchow, on the north coast
of Kiangsu, and Tungchow (distant about
70 miles from Shanghai) and Haimen
(about 20 miles farther east), on the
northern shore of the Yangtze estuary,
are all spoken of as the probable terminus
of this most important undertaking.

The railway, going westward, from
Kaileng through Kueihwating to Hokuo,
on the Yellow River, where it flows
through Inner Mongolia, advanced as far
as Tainingfu at the end of 1913; it is
especially interesting as a line constructed
and operated solely by Chinese capital
and labour.

WM. POWELL, LTD.

FOR
BATHING PARTIES.
TURKISH AND HUCKABACK
TOWELS.
BATH MATS,
BATH SHEETS
AND
BATH ROBES.
NEW AND VARIED ASSORTMENT.
WM. POWELL, LTD.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT
HIGH
QUALITY
BUILDING
CEMENT
ALWAYS IN STOCK
Apply to J. SOFFIETTI & Co., 14, Des Voeux Road Central, 1st Floor, Telephone 259.

Summer Excursions TO JAPAN

BY THE STEAMERS OF
CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.
RATES FROM HONGKONG:
NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of shore-named Companies and
include Rail between Japan Ports of call if desired.
Passengers may go and return via MANILA without additional charge by steamers
calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious
on the Coast.

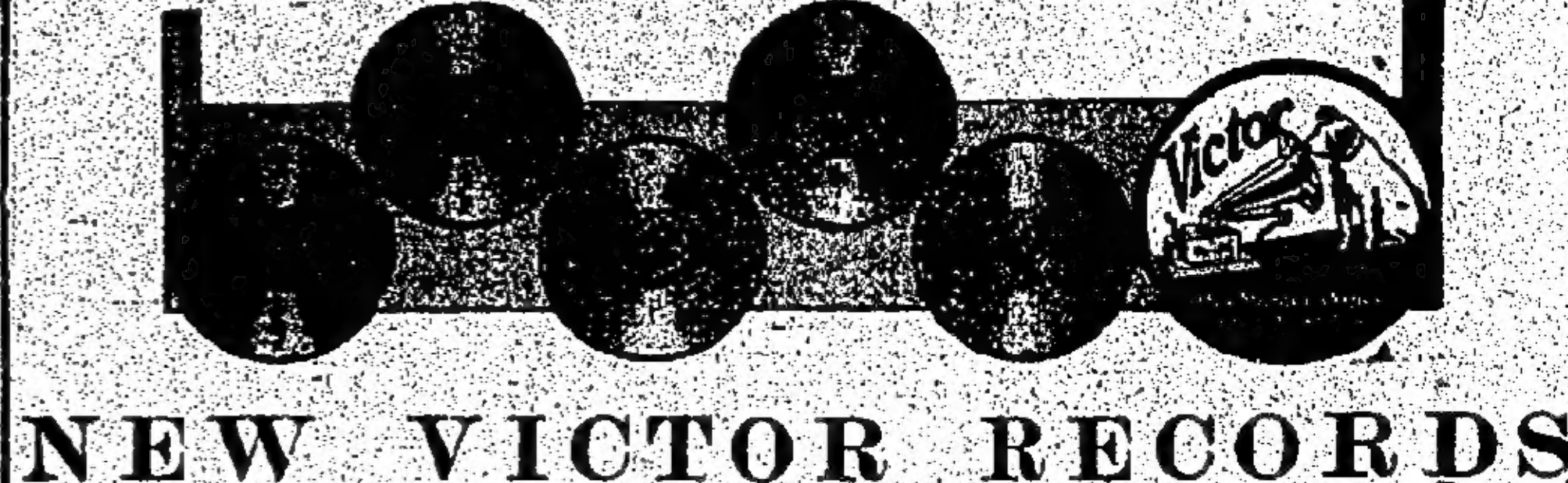
JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN				TO JAPAN			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
1 June	1 June	1 June	11 June	1 June	1 June	1 June	11 June
8 June	8 June	8 June	18 June	8 June	8 June	8 June	18 June
15 June	15 June	15 June	25 June	15 June	15 June	15 June	25 June
22 June	22 June	22 June	2 July	22 June	22 June	22 June	2 July
29 June	29 June	29 June	9 July	29 June	29 June	29 June	9 July
6 July	6 July	6 July	16 July	6 July	6 July	6 July	16 July
13 July	13 July	13 July	23 July	13 July	13 July	13 July	23 July
20 July	20 July	20 July	30 July	20 July	20 July	20 July	30 July
27 July	27 July	27 July	6 Aug	27 July	27 July	27 July	6 Aug
3 Aug	3 Aug	3 Aug	13 Aug	3 Aug	3 Aug	3 Aug	13 Aug
10 Aug	10 Aug	10 Aug	20 Aug	10 Aug	10 Aug	10 Aug	20 Aug
17 Aug	17 Aug	17 Aug	27 Aug	17 Aug	17 Aug	17 Aug	27 Aug
24 Aug	24 Aug	24 Aug	3 Sept	24 Aug	24 Aug	24 Aug	3 Sept
31 Aug	31 Aug	31 Aug	10 Sept	31 Aug	31 Aug	31 Aug	10 Sept
7 Sept	7 Sept	7 Sept	17 Sept	7 Sept	7 Sept	7 Sept	17 Sept
14 Sept	14 Sept	14 Sept	24 Sept	14 Sept	14 Sept	14 Sept	24 Sept
21 Sept	21 Sept	21 Sept	1 Oct	21 Sept	21 Sept	21 Sept	1 Oct
28 Sept	28 Sept	28 Sept	8 Oct	28 Sept	28 Sept	28 Sept	8 Oct
5 Oct	5 Oct	5 Oct	15 Oct	5 Oct	5 Oct	5 Oct	15 Oct
12 Oct	12 Oct	12 Oct	22 Oct	12 Oct	12 Oct	12 Oct	22 Oct
19 Oct	19 Oct	19 Oct	29 Oct	19 Oct	19 Oct	19 Oct	29 Oct
26 Oct	26 Oct	26 Oct	5 Nov	26 Oct	26 Oct	26 Oct	5 Nov

Returning via Manila. Steamer proceeding via Manila do not call at Shanghai.

It was reported in August that the
Chinese Government had signed a second
agreement with the above-mentioned
Belgian company for a loan of \$10,000,000,
to build a railway from Tatsienfu, south-
wards through the centre of Shansi, to
Tungkuang, where it will meet the Lung-
T'ai-Yu-Hai line, the company having
the option to extend south-westwards to
Chengtu, the total length being about 860
miles. Proposals were also in the air for
further extensions south-east to Chung-
king, and then south-west to join the
Yunnan Railway at Yunnanfu. When
that great scheme is realised there will
be direct railway connection from Hai-
phong, on the coast of Indo-China,
through Western China to Peking and
other northern ports, an accomplishment
which will have the most momentous con-
sequences for the commercial development of
the rich and populous districts, most
of which have not yet come directly in
contact with outside influences and trade.

The Hukwang loan agreement for
\$6,000,000 was made in May, 1911, to
provide funds for the construction of
railways in Hupien and Hunan, including
the Hupien section of the Hankow-
Szechuan line, which will ultimately
extend to Chungking and Chengtu. The
unsettled condition of the country during
the period of revolution and subsequent
insurrection prevented much progress
from being made, but in the early part
of 1913 an engineer-in-chief, after many
unforeseen difficulties, was appointed to
each of the three sections. The surveying
of the German (Hankow-Ichang) and
American (Ichang-Kweichow) sections is
actively progressing, and it is hoped that
work will begin before the middle of
the current year. On the British section,
extending from Wuchang south, the final
survey has been finished as far as
Changsha; construction work will begin
as soon as arrangements for the purchase
of the land are completed, and it is
(Continued on page 6.)



THE LATEST.
SONGS.
DANCES.
AND
SELECTIONS, etc.
INSPECTION INVITED.
EXCLUSIVE DISTRIBUTORS:
MOUTRIE'S

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION
Rules may be obtained on application.
INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3 1/2 per cent.
per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager
Hongkong, 14th May, 1914. [16]

**INTERNATIONAL BANKING
CORPORATION.**
HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 25, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,300,000
equal 21,430,000
EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent per annum or for
shorter periods, at rates which may
be ascertained on application.

BILLS NEGOTIATED AND COLLECTED
MAIL AND TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities
in the World.

**THE BANK'S CIRCULAR LETTERS OF
CREDIT** are available all over the
World.

COMMERCIAL LETTERS OF CREDIT
issued.
PURCHASE and SALE of Stocks and
Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
8, Queen's Road,
Hongkong, 21st October, 1913. [14]

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... 21,200,000
Reserve Fund ... 21,800,000
Reserve Liability of Proprietors 21,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

W. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494]

KEATING'S WORM TABLETS

A purely
vegetable
medication.
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
Prepared by FRANK KEATING
London, Eng.

MARTIN'S APIOL-STEEL PILLS

A French Preparation of 12 Pills (containing 12 grains of Steel) is a most effective remedy for all cases of Indigestion, Flatulence, and Constipation. It is a purely vegetable medicine, and is perfectly safe, mild, and especially adapted for children. To be obtained of all Druggists. Prepared by MARTIN, Chemist, 2, rue de la Harpe, Paris, France.

MARTIN'S APIOL-STEEL PILLS

Interest allowed on Current Accounts.
Deposits received on terms which may be
had on application.
K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [1643]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£540,833)
Reserve Fund ... Fl. 8,618,000 (£264,544)

HEAD OFFICE: AMSTERDAM.
BRANCH: BATAVIA.
LONDON BANKERS:
THE WILLIAMS FRANKS BANK,
SWISS BANKCORP.

The Bank transacts every description of
Banking and Exchange business, receives
money on Current Account and on Fixed
Deposit at rates which may be ascertained
on application.
G. VERMEY, Manager,
No. 2, Des Voeux Road Central,
Hongkong, 2nd October, 1913. [12]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:
Sterling \$1,500,000 at 3/- = \$15,000,000
Silver ... = \$17,650,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. D. LANSDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. Dodwell, Esq., F. Lieb, Esq.,
G. T. M. Edkins, Esq., J. A. Plummer, Esq.,
C. S. Gubbay, Esq., Hon. Mr. E. Shellin,
P. H. Holyat, Esq., H. A. Sles, Esq.,
C. Landgraf, Esq., Ad. Widmann, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Acting Manager:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two
per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [15]

THE MERCHANT BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... 1,125,000
Paid-up ... 582,500
Reserve Fund ... 485,000

BANKERS:
BANK OF ENGLAND,
AND
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account
at 3 per cent. per annum on Daily Balance
and on Fixed Deposits at rates which may
be ascertained on application.
A. B. LINTON,
Manager.
Hongkong, 14th July, 1913. [788]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL INTERNAL
CHARTER.)
Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,499,250
Reserve Funds ... 8,480,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy, Kinkiang, Shanghai,
Batavia, Kobe, Singapore,
Bombay, London, Swatow,
Calcutta, Manila, Taichow,
Canton, Moji, Tainan,
Dairen, Nagasaki, Takao,
Fookchow, Newchwang, Tamsui,
Hongkong, New York, Tokyo,
Kobe, Osaka, Yokohama,
Keelung, San Francisco, etc.

HONGKONG OFFICE,
2, Des Voeux Road.
Interest allowed on Current Accounts.
Deposits received on terms which may be
had on application.
K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [1643]

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

The Original and Genuine WORCESTERSHIRE

ALLEN & HANBURY'S Ltd., 8a Peking Road, Shanghai, B.P.O. Box 158, and London, England

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL inscribing **CLETSAB.**

CLETSAB is a MELISSA and MINT cordia which surpasses all others by its purity and faultless preparation. To be taken in a lump of sugar.

COMPAGNIE DA VIN, SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDERON MACQUEEN & Co., HONGKONG.

[illegible]



Neuralgia, Nervous Breakdown—

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months, I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

CAUTION

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TWENTY YEARS OF CRICKET.

STRIKING CONTRASTS OF STYLE

(BY F. F. WARNER IN "THE GLOBE.")

When I first began to play county cricket in 1894 C. E. Fry was captain of the Oxford XI. W. G. Grace, though forty-six years of age, was playing the last Match and continued to do so until 1899; and K. S. Ranjitsinhji, had just left Cambridge and was not yet qualified for Sussex. A. E. Stoddart, W. W. Read, Shrewsbury, and W. Gunn were in their prime, F. S. Jackson had been brilliantly successful for England in Australia in the previous season, and Richardson and Lockwood of Surrey were a wonderful pair of fast bowlers. Another bowler of the fast school was Mold, of Lancashire, and the slow left-handed type had worthy representatives in Peel of Yorkshire, and Briggs of Lancashire.

IN THE EARLY NINETIES.

In that season S. M. J. Woods and F. S. Jackson bowled unchanged in Gentlemen v. Players at Lords, and among promising colts were C. Macartney, Tom Hayward, T. Brown, and J. R. Mason, while G. L. Jessop, whose first season it was for Gloucestershire, was described by "Wisden" as "displaying considerable natural aptitude for the game." Of the men who were playing in 1894 and who figured in their county elevens in 1913 only H. K. Foster, W. G. Grace, Santall, Hayward, J. Douglas, J. T. Hearne, J. R. Mason, Hirst, A. O. Jones, G. L. Jessop, and W. Mead remain, besides myself. The "googlie" was unheard of then, and swerving was practically unknown. Rawlin and Walter Wright being its only exponents so far as I can recollect.

My first appearance in a first-class match was for M.C.C. v. Oxford, at Oxford, when I made 0, clean bowled, and 18 lb.w., and caught C. B. Fry at short leg off Mead. I can recollect the ball which bowled me even now. It turned from the off on a slow wicket and I played forward only to hear the fatal crash. To-day I would never dream of playing forward to a similar ball, and believe I could play it back easily, but I may be "throwing bouquets at myself," as the Americans say!

W. G.'S RECORD.

My first Middlesex match was v. Somerset at Taunton, and my scores modest enough, only 3 and 4, but Middlesex won by 19 runs after a thrilling fight. A. J. Webbe, captain, A. E. Stoddart, Sir H. O'Brien, and G. MacGregor were the great names in the Middlesex eleven, and I was delighted when any of them spoke to me. I thought of them all heroes! Of that side only J. T. Hearne and myself are still to be found doing duty, the one with twenty-four and the other with twenty years' service to his credit. In the following season, 1895, W. G. scored a thousand runs in May, and finished up with an aggregate of 2,346 and an average of 51—and Ranjitsinhji, now qualified for Sussex, was in great form. But to go through each season in detail would be impossible in the course of a single article, and would probably be somewhat wearisome to my readers; I shall, therefore, confine myself to a general survey and comparison of cricket and cricketers in the twenty years between 1894-1913.

STICKY WICKET PLAY.

Looking back at all the splendid names which come to mind during my experience of twenty years, one is at first sight to think that there are no giants like the giants of one's youthful days, but of form leads one to the conclusion that there are as good fish in the sea to-day as ever came out of it. Of one thing I am certain, and that is, that it is harder to make runs in first-class cricket to-day than it was twelve or fifteen years ago, for the reason that the bowling is more varied and that captaincy has improved. There were, as I have said, very few real sweepers when I first began, and the googlie was undreamt of.

Now one has to face "sweepers," "inswingers," and googlies, and left-arm bowlers keeping a length on the leg stump with seven fieldsmen on the leg side, while a great deal more thought and attention, generally speaking, are paid to the tactics of the game, and the catching is more reliable than it was. About the years 1899, 1900, 1901, far too many catches were dropped, as Alfred Shaw in his book points out, in county cricket, though this criticism does not refer to an England eleven, A. C. MacLaren's side which went out to Australia in 1901-2, for example, being a magnificent fielding side; but to first-class cricket as a whole. Between 1898 and 1902 there was a good deal of manly used in the preparation of wickets, and this made run-getting easier than it is to-day, and one of the wisest of the many wise things the M.C.C. have done was the circular which discouraged the use of what may be called artificial means in the making of a pitch. Nowadays one never comes across a wicket such as the Oval and Leyton used at one time to be.

GENERAL IMPROVEMENT.

The batting of to-day on hard true wickets is no better than it was, and is probably less attractive to look at, the swinging away ball having made certain off-side strokes rather dangerous, but on wet and sticky wickets batsmen as a general rule are superior to what they were. The great players of the nineties—Grace, Stoddart, Shrewsbury, and many others—played just as well on sticky wickets as they did on the wisest of the many wise things the M.C.C. have done was the circular which discouraged the use of what may be called artificial means in the making of a pitch. Nowadays one never comes across a wicket such as the Oval and Leyton used at one time to be.

This I attribute to the influence of Ranjitsinhji, who drove home the fact that when the ball is turning back play is safer than forward play. Of course one occasionally comes across a really difficult wicket on which two left-handed bowlers like Blythe and Tarrant are almost unplayable, but I do not think I am guilty of an exaggeration in maintaining that the seasons of sticky wicket play is better understood than it was. Wicket-keeping to-day is as splendid as ever, but it cannot be said to be better than it was, when one thinks of such men as G. MacGregor, Lilley, Storer, and others, but, as I have said, the general level of fielding seems to me higher, there being less toleration shown to the indifferent or lazy fieldsmen.

OUR BEST BOWLERS.

With regard to bowling one may fairly claim that Barnes has never had a superior and very, very few equals. He is the best bowler on all wickets I have met in my career, having every good quality, spin, a break both ways, flight, and accuracy of length. Moreover, he brings the ball down from a great height. There is no Lockwood or Richardson just now, and the former on his day was the greatest fast bowler of my time, and, probably, of any time. He had a very quick break back, made the ball get up nastily, and could send down a very well disguised slow ball.

Richardson was far more consistent than Lockwood, and many wonderful feats stand to his credit. He was a greater bowler day in and day out than Lockwood, being infinitely more consistent, but he did not have that puzzling slow ball in his armoury. He was a fine figure of a man, and his break back was terrific, and few men have bowled a better yorker. Fast bowling has its chief representative to-day in Hirst, who is really fast and has made great improvement recently, obtaining more command over his length.

SOME GREAT BOWLERS.

Many people maintain that there is no left-handed bowler so good as Peel or Rhodes were, but my own opinion is that Blythe is as great a bowler as either of the famous Yorkshiremen. He is a master of flight, and has a great knowledge of the game, and how to bowl to various styles of players. On a sticky wicket he is extraordinarily difficult.

Among medium to fast medium bowlers Booth ranks very high. I consider him a most able bowler. Slower than Booth is Albert. Reelf, with his moderate length and swing both ways. D. W. Carr and J. W. Hearne represent the English googlie school, and on his day and in his hour I believe the latter to be our greatest exponent of this particular style. He spins the ball tremendously, and comes off the pitch at an amazing pace. B. J. T. Bosanquet was, as all the world knows, the inventor of the "off-breaking leg-break," and he taught it to R. S. Schwarz, who taught it to the South Africans, who, in A. E. Vogler and G. A. Faulkner, produced the two best googlie bowlers the world has yet seen, though H. V. Hordeur, the Australian, is a close rival.

ENGLAND'S STRENGTH.

Of the fast left-handed swing F. R. Foster in Australia in 1911-1912, and in the English summer of 1911 was the best I have ever seen of his method.

On the whole in considering England's strength things could hardly be better at the present moment. We won the rubber in Australia in 1911-1912; we came out first in the Triangular Tournament, and we have since defeated South Africa quite easily. In Hobbs we have the best batsman in the world at the present time—one worthy of comparison with any of the giants of the past—and in Barnes, beyond all question, fact is that we have so many men who while still young have reached the top of the tree—J. W. Hearne, Woolley, and Mead, for instance, and I believe that at the present time we could put an eleven into the field not unworthy of comparison with the great England elevens of 1896 and of 1902.

SUFFERERS FROM SKIN & BLOOD DISEASES

such as ECZEMA, SCORFUM, BAD LEGS, ASCSESSES, ULCERS, GLANDULAR SWELLINGS, BOILS, FURUNCLES, ERYSIPELAS, PULES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments, so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

CAN BE CURED ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

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PURIFIER
HAS CURED THOUSANDS.

WILL CURE YOU.
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102-13

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the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

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THERAPION No. 2
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175

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hong Kong—

ADDRESS	FROM
Asiatic Hotel, Victoria	Singapore
Bradley (Rt. B. & Co.)	London
Burrows (Rt. B. & Co.)	Shanghai
Chao, 75, Jervois Street	Hongkong
Fountain Bank, Ltd.	Hongkong
Furthman, 10, North Street	Hongkong
Haddad, 10, North Street	Hongkong
Hapgood, 10, North Street	Hongkong
Hong Kong, Stanley St.	Macao
Jamieson, 10, North Street	Seattle
Karnochie, 10, North Street	Second Storey, 10, Queen's Road
Central	Penang
Kwanlong	Penang
Maichan	Macassar
Maichan	Hampstead
Maichan	Paris
Maichan	Penang
Maichan	London
Maichan	Keelung
Maichan	Singapore
Maichan	Taipei
Maichan	London
Maichan	Singapore
Maichan	Hongkong
Maichan	Vancouver
Maichan	Macao
Maichan	Waihaiwei
Maichan	Singapore
Maichan	Waihaiwei
Maichan	Waihaiwei

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESS	FROM
Burlingame	Wakamatsu
Muchin	Chikuzen
5440/5491/517/5670/1131/0735	Minoushiki
1016/6671/0615/1987/2282/0338	
7003	Shanghai

WEATHER REPORT.

On the 15th at 1055 a.m.—Pressure has decreased slightly along the coast from Waihaiwei to Cape St. James, and over the Loochoos and Formosa.

Pressure is still highest in the neighbourhood of the Bonins.

The depression, which appears to be deepening, passed near Legaspi yesterday afternoon. At 6 a.m. this morning the centre was in about 13 deg. N. and 123 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT	FORECAST
Hongkong & Neighbourhood	(S. to E. winds moderate, fine)
Formosa Channel	The same as No. 1.
South coast of China between (The same as Hongkong and Lamooki.)	No. 1.
South coast of China between (The same as Hongkong and Hainan.)	No. 1.

HONGKONG TIDE TABLE.

From 20th to 26th June, 1914

HIGH WATER				LOW WATER			
Days of Week	Days of Month	Mean Time	Height	Days of Week	Days of Month	Mean Time	Height
Satur.	20	6 35	6.1	h. m.	21	6 14	2.8
Sun.	21	6 35	6.1	h. m.	22	6 14	2.8
Mon.	22	6 35	6.1	h. m.	23	6 14	2.8
Tues.	23	6 35	6.1	h. m.	24	6 14	2.8
Wed.	24	6 35	6.1	h. m.	25	6 14	2.8
Thurs.	25	6 35	6.1	h. m.	26	6 14	2.8
Fri.	26	6 35	6.1	h. m.	27	6 14	2.8

JJ & S

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Guaranteed to be
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No matter what your respiratory trouble may be suffering from—whether
ASTHMA, INFLUENZA, NASAL CATARRH, OR BRONCHITIS.
—you will find in this remedy a powerful power that is simply
CURE FOR ASTHMA

SCIENTIFIC MISCELLANY.

FLOWER COLOUR AND PERFUME.

The colour and odour of 4,300 plant species, of 27 families, were investigated a number of years ago by Schubler and Koehler, German botanists, and their results have been lately reported in France. Of the total species just one tenth were odoriferous. These scented flowers numbered 167 of the 1,104 white species, 84 of the 933 red, 77 of the 880 yellow, 31 of the 594 blue, 13 of the 303 violet, 24 of the 153 green, 3 of the 50 orange, and 1 of the 18 brown. The white flowers are not only the most common, but include the largest proportion of odoriferous species. The perfume, moreover, is often pleasing, as in 100 white flowers there are 16 of agreeable and only 1 of disagreeable odour, while in coloured plants the ratio of agreeable to disagreeable odours is only 5 to 1.

THE DANCER'S DISEASE.

"Tango-foot" is the name given to a new trouble by Dr. G. F. Boehme, Jr., of New York. It belongs to the rapidly growing class of occupational diseases, which are represented by "housemaid's knee" and "miner's elbow," but in this case the special overtaxing is due to the modern dance, especially the tango and the maxixe, which call for great exercise of the ankle muscles. At the time of the report, seven cases had been seen. In all there was marked stiffness of the ankle joint, with increasing pain and limping for a few days, causing more or less anxiety, but rest was the one remedy needed.

LONGITUDE BY PHOTOGRAPH.

The novel method of finding longitude lately tried by Prof. Lippmann, the French astronomer, is the comparison of simultaneous photographs of the sky taken at two stations. The zenith being shown by an artificial star, the difference in the places of natural stars very accurately indicates the difference in longitude, and if the longitude of one place is known that of the other can be fixed with an uncertainty claimed to be only a few feet—perhaps 10 or 15.

EARTHQUAKES AND TREMORS.

Considering modern earthquake investigation. Count de Montessus de Ballore shows that in eleven years, 1899-1909, the horizontal pendulums of instruments at 59 observatories registered 681 megascisms, or large earthquakes. Of these, an average of 31 a year, or about one-third of the mean annual total, were more or less destructive on land. This agrees well with the ratio of land to sea, and it is inferred that minor tremors also have about the same frequency at sea as on land—though, of course, they escape detection—so that Milne's record of 30,000 sensible shocks a year should be raised to 80,000 or more, to include all tremblings of appreciable intensity affecting any part of the globe. It is in the Pacific region, between 180 degrees east and 80 degrees west longitude, that 80 per cent of the earthquakes epicenters are located. This is the water hemisphere, and 42 per cent of the earthquakes have their origin in the east of this area and 35 per cent in the west—these being the world's chief earthquake localities.

MEALS FOR EFFICIENCY.

Like other engines, the human body is found by Prof. Bergonie of Bordeaux to depend for highest efficiency upon proper "firing." In his communication to the Paris Academy of Sciences, he concludes that the fuel, or food, does not begin to supply energy until it is digested, or in about three hours, and that the day's chief repast should be a liberal breakfast at about 7.30 a.m., the only other meals being a light luncheon of afternoon tea at about 4 p.m., and a light supper at about 8.30, shortly before retiring. The energy stored in sleep suffices for the early day, the heavy breakfast gives the supply for the chief working hours, the afternoon luncheon provides for evening, and the late supper is the source of the store laid up in sleep.

A SUCTION LIFTER.

A long-handled small magnet has proven a great machine-shop convenience, for picking up small nuts and other articles of iron or steel in places difficult to reach. Little objects not of iron or steel are misplaced also, and now it is proposed to secure these by a variation of the vacuum-cleaning, a rubber suction cup at the end of a hollow handle being connected to the pipe of an exhaust-pump, with a small thumb-valve for control.

A PORTABLE POWER HAMMER.

A new electro-pneumatic hand hammer, designed especially for riveting and cutting in machine shops and drilling in stone quarries, claims the advantage of portability over the ordinary compressed air hammer, as it can be attached to any lighting or power circuit. A small motor-driven air compressor, operated at low pressure, is connected to the hammer by a length of armoured hose, and rapid admission and withdrawal of air behind the hammer-head piston gives the blows of the hammer. The strength of the blows is adjustable. The complete apparatus is transported to the place desired on a light truck, and an eye-bolt on the air pump provides for suspension at any height that may be necessary.

ON TUMORS.

The injection of a few drops of iodine into the fly tumors on the ox has been reported to the Paris Academy of Sciences as the effective remedy of Dr. Adrien Lucet. The larvae of a species of fly develop from eggs deposited under the skin of the ox's back, and cause painful abscesses with loss of weight, the flesh being made valueless and the skin pierced with holes. The losses resulting are enormous. Hitherto the larvae have been removed by hand or pincers, but many successful experiments have been made with the new method.

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When your Stomach is feeble, and needs assistance, Mother Seigel's Syrup is ready to your hand—use it.

Mother Seigel's Syrup, by restoring tone and healthy activity to the digestive organs, promotes the thorough digestion of your food, and the perfect nourishment of your body.

Try it for biliousness, headaches, constipation, flatulence, furred tongue, pains after eating, loss of appetite, languor, and depression. Beware of substitutes.

Mrs. E. Van Almelo, of Vineyard Road, Claremont, Cape, writing on May 7th, 1913, says:—Six months ago I became so depressed, melancholy, and run down that I was totally unfitted for work.

"I suffered a great deal from indigestion, sick headaches, bad taste in the mouth, and blurred vision."

"Not until I took Mother Seigel's Syrup did I gain relief, and then three bottles restored my health and strength."

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VICTORIA DISPENSARY.



Hongkong, 12th June, 1914.

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FOUR-LEAFED CLOVER.

Heridity and nutrition are the factors varying the ordinary three-leaved clover to the "lucky" four-leaved, according to J. Perriaz. Clover plants with extra leaves—four, five, six, and even seven—are common after a moist season, and are those of two leaves sometimes seen are very rare. Some plants, however, inherit the four-leaved abnormality. They retain the peculiarity through generations after generation, and varying conditions change only the size of the leaves.

THE WORLD'S ZOO.

In his latest annual reference list, S. S. Flower, of the Zoological Gardens of Gizeh, shows that the world's Zoological Gardens now number 175. Of these, Europe claims 60; North America, 57; Asia, 27; Africa, 13; South America, 10; and Australasia, 5.

SHIPPING IN PORT

STEAMERS.

AVA MARU, Japanese str., 3,047, Tominaga, 16th June—Shanghai 12th June, Mail and General—Nippon Yusen Kaisha.
BENTLEY, British str., 2,610, W. Hattie, 16th June—Moj 10th June, Coal—Gibb, Livingston & Co.
CHRYSLER, British str., 1,352, Lloyd-Jones, 16th June—Shanghai 14th June, General—Butterfield & Swire.
CHYCHOW, British str., 1,193, J. Doyle, 13th June—Singapore 9th June, Stone—Sheehan, Jones & Co.
CHILDA, Norwegian str., 1,102, H. Nielsen, 16th June—Bangkok 4th June, Rice—Thoresen & Co.
CROVIN MARU, Japanese str., Yamasaki, 17th June—Rokkama 15th June, Nil—Chinese.
CRUNBANG, British str., 1,415, G. J. Mattock, 18th June—Bangkok 12th June, General—Jardine, Matheson & Co.
DAIRIN MARU, Japanese str., 899, K. Murakami, 16th June—Swatow 16th June, General—Osaka Shosen Kaisha.
DEVAVONGSE, British str., 1,047, C. W. Shearer, 17th June—Saigon 13th June, Rice and General—A. Buns & Co.
FUKUO MARU, Japanese str., 3,087, Meraoka, 16th June—Moj 9th June, Coal—Mitsui Bussan Kaisha.

CEMINI, British str., 1,350, Jones, 13th June—Bangkok 9th June, Rice—A. Buns & Co.
HARPATRIAN, British str., 2,955, W. J. Harpat, 13th June—Philadelphia 1st April, Case Oil—Standard Oil Co.
KIRIN, Maru, Japanese str., 3,510, M. Nakamura, 18th June—Singapore 18th June, General—Nippon Yusen Kaisha.
KWANGLO, Chinese str., 1,468, J. Mo-Arthur, 18th June—Shanghai 14th June—General—Chinese.
KWEILIN, British str., 1,073, Mills, 16th June—Shanghai 12th June, General—Butterfield & Swire.
LOONGSANG, British str., 1,950, G. W. W. Leask, 16th June—Manila 13th June, General—Jardine, Matheson & Co.
MARIE, German str., 1,189, J. Davidson, 16th June—Manzanillo 12th June, Nil—Chinese.
MONGOLIA, American str., 8,760, Emery Rice, 15th June—San Francisco and Manila 10th June, General—Pacific Mail S.S. Co.
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 11th June—San Francisco 14th June, General—Toyo Kisen Kaisha.
PAKLAT, German str., 1,017, T. Wenzel, 13th June—Bangkok 8th June, Rice—Melchers & Co.
PERA NANO, British str., 1,013, J. Scott, 14th June—Zamboanga 14th June, Timber—Order.
QANTIA, German str., 1,189, Madsen, 16th June—Saigon 11th June, Rice—Stemmen & Co.
RAJAH, German str., 1,375, J. V. Bruhn, 14th June—Sandakan 9th June, General—Melchers & Co.
RIOTUN MARU, Japanese str., 2,890, Yamauchi, 17th June—Keelung 15th June, Coal—Dodwell & Co.
SOPHIE RICKMERS, German str., 2,330, Tuerrow, 8th June—Shanghai 4th June, General—Order.
TARADA, British str., 2,253, O. M. Robins, 14th June—Calcutta 20th June, General—David Samson & Co.
TILMARI, Dutch str., 3,801, B. G. Outhings, 17th June—Mik 13th June, General—Java China Japan Lijn.
TOSYO, British str., 3,555, T. J. Thon-Kildron, 10th June—Hamburg 21st April, Sugar—Rickmers Line.
YATSHING, British str., 1,424, Jarrett, 16th June—Moj 10th June, Coal and General—Jardine, Matheson & Co.
YET MARU No. 2, Japanese str., 1,953, Itani, 11th June—Wakamatsu 5th June, Coal—Mitsui Bussan Kaisha.

VESSELS EXPECTED.

THE AUSTRALIAN MAILS.

The I.G.M. str. *Prinz Sigismund* left Yap on the 16th June, and may be expected here on or about the 23rd June.
The A.O. Line str. *Taiyuan* left Sydney for Hongkong via Queensland Ports, Port Darwin, Zamboanga and Manila on the 9th June, and may be expected to arrive here on or about the 2nd July.
The E. & A. str. *Aldersham* left Sydney for this port (via Queensland Ports and Manila) on the 10th June, and may be expected to arrive here on or about 4th July.

THE GERMAN MAIL.

The I.G.M. str. *Kleist* carrying the German mails with dates from Berlin of the 27th May, left Colombo on the 13th June, p.m., and may be expected here on or about the 24th June.

MERCHANT STEAMERS.

The H.A.L. str. *Wuertemberg* left Shanghai on the 17th June, a.m., and may be expected here on or about the 20th June, a.m.

The Bank Line str. *Salamis* left Singapore on the 17th June, at 5 p.m., and is expected to arrive here on the 23rd June, at daylight.

The N.Y.K. str. *Huano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The str. *Torilla* left Calcutta on the 14th June, and may be expected here on or about the 30th June.

The East Asiatic Co.'s str. *Indien* left Port Said on the 10th June, and may be expected here on or about the 7th July.

The str. *Glenfarg* passed the Suez Canal on the 5th June, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Kwantung*, from Singapore, is due in Hongkong 20th June.

Leont, from Calcutta, is due in Hongkong 20th June.

Yungui, from Weihaiwei, is due in Hongkong 10th June.

Yansung, from Moji, is due in Hongkong 20th June.

SHIRE LINE, LIMITED. *Rudnorshire*, from Portland, is due in Hongkong 23rd June.

Stonmouthshire, from London, is due in Hongkong 23rd June.

Den of Airlie, from London, is due in Hongkong 8th August.

NOTICES TO CONSIGNEES.

S.S. "CHILI,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE
CONSIGNEES of Cargo from London as a.s. "Normand" and "Medoc," and from Havre as a.s. "Normand," in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after 2nd inst. at NOON will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognized. All damaged packages will be examined on MONDAY, 22nd inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by P. THOMAS, Agent.

Hongkong, 16th June, 1914. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAGOYA"

Arrived Hongkong on 16th June, 1914.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

Optional Goods will be landed here unless intimation is given to the contrary within 4 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 16th June, 1914. [1]

RICKMERS LINE

NOTICE TO CONSIGNEES.

THE Steamship

"SABINE RICKMERS"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m. All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned.

RICKMERS LINE, FERG. ROHMANN & Co., Agents.

Hongkong, 16th June, 1914. [47]

NOTICES TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE

NOTICE TO CONSIGNEES.

THE Steamship

"DURENDAU"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 15th June, 1914. [118]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"ANNAM"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 5.30 p.m.

All Claims must reach us before the 29th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned.

MELCHERS & Co., Agents.

Hongkong, 15th June, 1914. [833]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS"

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 21st June, 1914. 2nd Sunday after Trinity. Holy Communion 8.05 a.m. Matins, 11 a.m. (Poli Choir). Responses, Psalms, Venite, Barby, Gadsby in E flat; Jubilate, Puccini (8th evening); Anthem, "O Taste and See"—Goss; Hymn, 317. N.B.—Psalms 105, verses 1, 2, 5, 7, 31, 33, 34 and 40 in unison. Holy Communion (12 noon). Evening (5.45). Responses, Psalms, Crotch and Midley; Magnificat, Barby (5th morning); Nunc Dimittis, Puccini; Psalm, 105, verses 1, 2, 5, 7, 31, 33, 34 and 40 in unison. Holy Communion (10.00 a.m.). Evening (5.45). Responses, Psalms, Crotch and Midley; Magnificat, Barby (5th morning); Nunc Dimittis, Puccini; Psalm, 105, verses 1, 2, 5, 7, 31, 33, 34 and 40 in unison. Holy Communion (10.00 a.m.). Evening (5.45). Responses, Psalms, Crotch and Midley; Magnificat, Barby (5th morning); Nunc Dimittis, Puccini; Psalm, 105, verses 1, 2, 5, 7, 31, 33, 34 and 40 in unison.

St. Andrew's Church, Kowloon, 21st June, 2nd Sunday after Trinity. Holy Communion at Morning Service. Morning Prayer at 11 a.m.—Responses, Psalms, Venite, Barby, 21st Day; Psalms, As set; Te Deum, Blissett; Jubilate, Puccini; Hymns, 315, 483 (2nd time) 319; Kyrie, Valse Roberts. Evening Prayer at 6 p.m.—Hymns, 51; Responses, Psalms, Alternative Chants; Magnificat, Rime Dimittis, Foltch; Hymns, 289, 25, 21 (2nd time) 24 A and M. Note—Choir practice next week will be on Tuesday at 6 p.m. On Thursday.

St. Paul's Church, Kowloon, 21st June, 2nd Sunday after Trinity. Holy Communion at Morning Service. Morning Prayer at 11 a.m.—Responses, Psalms, Venite, Barby, 21st Day; Psalms, As set; Te Deum, Blissett; Jubilate, Puccini; Hymns, 315, 483 (2nd time) 319; Kyrie, Valse Roberts. Evening Prayer at 6 p.m.—Hymns, 51; Responses, Psalms, Alternative Chants; Magnificat, Rime Dimittis, Foltch; Hymns, 289, 25, 21 (2nd time) 24 A and M. Note—Choir practice next week will be on Tuesday at 6 p.m. On Thursday.

Union Church, Kennedy Road, Sunday, June 21st. Morning Service at 10.30 a.m. Hymns, 347, 391, 221, and 40. Psalm, 23. Evening service at 6 p.m. Hymns, 382, 373, 264, 240 and 370. Treacher, Rev. J. Kirk Macdonald.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"DELTA," Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 20th June, 1914, at NOON, taking Passengers and Cargo for Bombay, Port, in connection with the C.O. S. "Mantona" from Colombo, passengers' accommodation from Colombo, passengers' accommodation from which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "Arcadia," due in London on the 1st August, 1914. Passengers will be received at the Office on the 1st day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 8th June, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR Coast.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK. S.S. "MONTEAGLE" On or about 26th June. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 6th June, 1914. 1700

THE "INDRA" LINE, LIMITED.

For NEW YORK.

(With Liberty to Call at Malabar Coast.)

THE Steamship

"INDRA," Captain C. J. Alexander, will be despatched from above on TUESDAY, 23rd June, 1914.

This Steamer has excellent accommodation for a limited number of saloon passengers.

For freight and passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. 9. Hongkong, 11th June, 1914. 1820

GLEN LINE.

(McGREGOR, GOW & CO., LTD.)

For GLASGOW AND ROTTERDAM.

THE Steamship

"GLENSTRAE," Captain J. McMillan, will be despatched from the above Port on or about 18th July.

Saloon Fare, Hongkong to Glasgow, £40.

For freight or passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th June, 1914. 1846

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring at Green Island are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4." Together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Black Point. 3. From Black Point to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	DELTA	Brit. str.	—	W. R. Lo Mar, R.N.R.	P. & O. S. N. Co.	Today at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 8th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About End of June
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 30th inst. at 1 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 10 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 8th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 4th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 20th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 12th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 19th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 18th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 24th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 5th Aug.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Today, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 2nd July, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 9th July, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 2nd Aug.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About 25th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 7th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 27th inst. at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 26th inst. at 1 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 10th July, at 10 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 11th July, at 3 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Quick despatch
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About 23rd inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 11 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 30th inst. at 5 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-morrow, at Daylight
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Today
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at Daylight
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About 24th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 25th inst. at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 28th inst. at Daylight
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About 26th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 27th inst. at Night
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 29th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 30th inst. at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 8 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	About 2nd July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 3rd July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 5th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 7th July
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Quick despatch
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 2 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 24th inst. at 10 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-morrow, at Noon
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 29th inst. at 10 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-morrow, at 10 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at 11 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 26th inst. at 11 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 30th inst. at 11 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-day, at 2 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-day, at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 27th inst. at 2 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 30th inst. at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 1st July, at 4 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Quick despatch
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	To-morrow
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 8th July, a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	Today, at 1 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 23rd inst. at 2 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 25th inst. at 2 p.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 27th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 12th July, at 9 a.m.
LONDON & ANTWERP	DELTA	Brit. str.	—	J. Grant, R.N.R.	MELCHERS & Co.	On 24th inst. at 10 a.m.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER	TO L'POOL	FROM L'POOL	FROM VANCOUVER
Steamers	Steamers	Steamers	Steamers
Leave Hongkong	Leave Hongkong	Leave Hongkong	Leave Hongkong
Leave Vancouver	Leave Vancouver	Leave Vancouver	Leave Vancouver
Leave Kobe	Leave Kobe	Leave Kobe	Leave Kobe
Leave Yokohama	Leave Yokohama	Leave Yokohama	Leave Yokohama
Leave Nagasaki	Leave Nagasaki	Leave Nagasaki	Leave Nagasaki
Leave Osaka	Leave Osaka	Leave Osaka	Leave Osaka
Leave Japan	Leave Japan	Leave Japan	Leave Japan
Leave America	Leave America	Leave America	Leave America
Leave Europe	Leave Europe	Leave Europe	Leave Europe
Leave Asia	Leave Asia	Leave Asia	Leave Asia
Leave Africa	Leave Africa	Leave Africa	Leave Africa
Leave Australia	Leave Australia	Leave Australia	Leave Australia
Leave New Zealand	Leave New Zealand	Leave New Zealand	Leave New Zealand
Leave South America	Leave South America	Leave South America	Leave South America
Leave Europe	Leave Europe	Leave Europe	Leave Europe
Leave Asia	Leave Asia	Leave Asia	Leave Asia
Leave Africa	Leave Africa	Leave Africa	Leave Africa
Leave Australia	Leave Australia	Leave Australia	Leave Australia
Leave New Zealand	Leave New Zealand	Leave New Zealand	Leave New Zealand
Leave South America	Leave South America	Leave South America	Leave South America
Leave Europe	Leave Europe	Leave Europe	Leave Europe
Leave Asia	Leave Asia	Leave Asia	Leave Asia
Leave Africa	Leave Africa	Leave Africa	Leave Africa
Leave Australia	Leave Australia	Leave Australia	Leave Australia
Leave New Zealand	Leave New Zealand	Leave New Zealand	Leave New Zealand
Leave South America	Leave South America	Leave South America	Leave South America

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Passage Rates
EMPRESS OF RUSSIA	£71.10
EMPRESS OF ASIA	£71.10
EMPRESS OF INDIA	£65
EMPRESS OF JAPAN	£65
MONTEAGLE	£43

Hour of Departure.—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA. SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SURE MAIL LINES or TRANS-SIBERIAN ROUTE.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamers	Destination	Date	Time
MANILA	Swatow and Weihaiwei	20th June	2 p.m.
SHANGHAI	Swatow and Weihaiwei	21st June	11 a.m.
Kobe and Yokohama	Swatow and Weihaiwei	22nd June	11 a.m.
SINGAPORE, PENANG & CALCUTTA	Swatow and Weihaiwei	23rd June	2 p.m.
SINGAPORE, PENANG & CALCUTTA	Swatow and Weihaiwei	24th June	2 p.m.
SHANGHAI	Swatow and Weihaiwei	25th June	11 a.m.
MANILA	Swatow and Weihaiwei	26th June	2 p.m.

RETURN TOUS TO JAPAN.

The Steamers "KUMANG" and "YAMAGUCHI" leave about every 2 weeks for Shanghai and Japan returning via Kobe (Holland) and Hongkong. The "KUMANG" leaves Hongkong at regular intervals for Yokohama, Kobe and Japan and returning direct to Hongkong. The "YAMAGUCHI" leaves Hongkong at regular intervals for Yokohama, Kobe and Japan and returning direct to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For freight or passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th June, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215

Hongkong, 19th June, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

LONDON & ANTWERP

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SHATTLE TACOMA

VICTORIA, VANCOUVER, SHATTLE TACOMA

VICTORIA, VANCOUVER, SHATTLE TACOMA

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

SHIPPING

ARRIVALS

Bombay, Norwegian str., 859, T. A. Schmeer, 18th June—Bangkok 11th June, Rico—Order.

TAMING, British str., 1,353, G. H. Pennefather, 19th June—Mantona 10th June, General.—Butterfield & Swire.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.), are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 20th JUNE, 1914.
8 a.m. HONGKONG. 8 a.m. HONAM.
10 p.m. HONAM. 5 p.m. KINSHAN.

SUNDAY, 21st JUNE, 1914.

10 p.m. FATHAN. 4 p.m. HONAM.

HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAIHAN, 1,000 tons.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st JUNE, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 589 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANWU. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ALLANTIQUE	On 29th June.

HOMEWARD

From	STEAMER	To SAIL
MASSILLON VIA PORTS	V. CIOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong:	STEAMER	From COLOMBO:
24th June.	"KATHIAWAR"	17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 21st July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
EUBI	4,000	J. Miller	Manila, Mangarin, Cebu and Davao	On 24th June, 4 p.m.
ZAFIRO	4,000	F.S. McMurray	Manila, Mangarin, Cebu and Davao	On 1st July, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KAIEN KAISHA, NIPPON YUSEN KAISHA, LLOYD and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 18th June 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27,000 tons MANCHURIA 27,000 tons
KOREA 18,000 tons SIBERIA 18,000 tons
CHINA 10,200 tons NILE 10,000 tons
PERSIA 8,000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

MONGOLIA Sailing FRIDAY, 26th June, at 1 p.m.
KOREA (via Manila) SATURDAY, 11th July, at Noon.
SIBERIA SATURDAY, 25th July, at 1 p.m.
KOREA TUESDAY, 4th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mouri, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water swimming, table, billiard, orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	L. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	E. Yamamoto	WEDNESDAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 6th Aug., at Noon.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 19th Aug., at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Passes. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, a.m.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug., a.m.
"LUZON MARU"	T. Miyata	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

"KAJO MARU" Captain Y. Yamamoto ... WEDNESDAY, 1st July, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJI MARU" Captain K. Murakami ... SUNDAY, 21st June, at Noon.

"DAIJI MARU" Captain S. Tokunaga ... SUNDAY, 21st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSU MARU" Captain K. Hattori ... WEDNESDAY, 24th June, at 10 a.m.

FOR CANTON.

"SOSU MARU" Captain K. Hattori ...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fan.

These Steamers will arrive at and depart from Sun Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHEIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

To MARSEILLES, HAVRE, EMLEN, BREMEN, HAMBURG and NEW YORK

and from MANILA, HONGKONG and JAPAN to

VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or)

TAKING Cargo at Through Rates to all European, North Continental and British

Ports, also Trieste, Opéra, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	STEAMSHIP	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	"SILESIA"	20th June
" "	"C. FERD. LARSEN"	3rd July
" "	"SENEGAMBIA"	17th July
" "	"SCANDIA"	27th July
" "	"ALEXIA"	14th Aug.
" "	"SITHONIA"	23rd Aug.
" "	"LIBERIA"	11th Sept.
" "	"ALTMARK"	18th Sept.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or)	"ANDALUSIA"	2nd Aug.
" "	"BELGIANIA"	17th Sept.
" "	"BRASILA"	12th Oct.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	"WUERTTEMBERG"	20th June
" "	"SUEDMARK"	4th July
" "	"SEGORIA"	12th July
" "	"GOLDENFELS"	18th July
" "	"DEUSSEN"	19th July
" "	"HOERDE"	24th July
" "	"SILESIA"	28th July
" "	"MARKOMANNIA"	5th Aug.
" "	"FRISIA"	7th Aug.
" "	"O. J. D. AHLERS"	22nd Aug.
" "	"SENEGAMBIA"	4th Aug.

For Further Particulars, apply to—

HONGKONG, 19th June 1914.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SURAT and PORT SAID	MIYAZAKI MARU Capt. Toranaka	16,000	WEDNESDAY, 1st July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. Tomioka	12,500	THURSDAY, 2nd July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 14th July, at 4 p.m.
	TANGO MARU Capt. Sekine	13,500	WEDNESDAY, 1st July, at Noon.
	NIKKO MARU Capt. B. Takada	9,600	WEDNESDAY, 29th July, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KANAGAWA MARU Capt. Tozawa	12,500	SATURDAY, 27th June.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamachi	12,000	SUNDAY, 21st June.
SHANGHAI, MOJI and KOBE	JINSEN MARU Capt. Terada	5,000	TUESDAY, 7th July.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Date	12,500	FRIDAY, 3rd July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. B. Takada	9,600	TUESDAY, 30th June, at 5 p.m.
KOBE and YOKOHAMA	HIRANO MARU Capt. Fraser	16,000	WEDNESDAY, 1st July, at 11 a.m.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 5 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(8-9-12)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL"	Steamers to	Leave	Leave	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at	Due at
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	MARSEILLES	MARSEILLES	PLYMOUTH (London 1 day later)
p.m.		6 p.m.	Noon.			
Thurs. June 11	DELTA	Thurs. June 16	Thurs. June 20	MARMORA	Saturday July 18	Friday July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MOVOLA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOBEA	Oct. 10	Oct. 16
Oct. 17	ASSAYE	Sept. 22	Sept. 26	MALWA	Friday Oct. 23	Thursday Oct. 29
Oct. 31	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Single	Return
LONDON	\$65.	\$44.	\$24.	\$109.	\$297.
MARSEILLES	\$61.	\$40.	\$20.	\$105.	\$289.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

	about	about	about	about	about	about
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
*KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGAYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
STYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 8	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUMA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 20th June	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NELLORE	About 24th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA, and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 20th June	Freight and Passage.
SHANGHAI	ASSAYE	About 2nd July	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 19th June, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI AND TSINGTAU	"CHINAN"	On 20th June, 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd June, 4 P.M.
SHANGHAI	"SHAOHSING"	On 23rd June, 4 P.M.
HONGKONG and HAIPHONG	"KAIKONG"	On 24th June, 10 A.M.
SHANGHAI	"ANHUI"	On 24th June, 4 P.M.
SHANGHAI AND TSINGTAU	"YINGCHOW"	On 27th June, 10 A.M.
AMOI, WHAIWEI, CHERPOO and TIENTSIN	"KUEICHOW"	On 28th June, 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 30th June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 30th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 20th June, 1914. Telephone 35. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th July	On 10th July, 10 A.M.
ALDENHAM	1st August	On 31st July, 10 A.M.
EMPIRE	22nd August	On 28th Aug. 10 A.M.
ST. ALBANS		On 18th Sept. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 26th June, at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 30th June, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIYUN" ... Capt. A. H. Stewart ... SUNDAY, 21st June, at 10 A.M.
... WEDNESDAY, 24th June, at 11 A.M.

During the Months of JULY and AUGUST FIRST CLASS RETURN FARES for SWATOW will be subject to a Reduction of 20 per cent. on the full Fares. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th June, 1914.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

STEAMSHIP	CAPTAIN	LEAVING
"TORILLA"	Capt. C. J. Swanson, R.N.R.	will be despatched for SHANGHAI, KOBE and MOJI on 6th July.
"JAPAN"	6,013 tons, Captain C. P. Seiden.	will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th June, at 1 P.M.
"ARATON APCAR"	4,450 tons, Capt. W. Walker.	will be despatched as above on 30th inst.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 19th June, 1914. AGENTS.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
*NIPPON MARU	1,000—18 knots	TUESDAY, 23rd June.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.
TENYO MARU	22,000—21 knots	THURS., 27th Aug.

*Via Manila omitting Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " £96.10.

" " " SAN FRANCISCO £45. ... " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

Steamer	Displacement Tons and Speed.	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—
S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

AUSTRIAN LLOYD'S S.S. CO.

FOR SHANGHAI DIRECT	FOR SHANGHAI, YOKOHAMA, KOBE, and MOJI
S.S. "KOESE" ... On 1st July, at 6 A.M.	S.S. "SILEBIA" ... On 2nd July, (Cargo only)
FOR TRIESTE (Venice) direct via Straits, Colombo, Djibouti, Suez Canal ... On 15th July, at 3 P.M.	FOR TRIESTE (Venice) via Bombay ... On 3rd July.

PARIS: 1 Saloon only £45.

Taking cargo on through Bills of Lading to all Adriatic and Black Sea Ports, etc. All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON: S.S. "KOESE" ... 11/20/12. S.S. "SILEBIA" ... 11/20/12. S.S. "KOESE" ... 11/20/12. S.S. "SILEBIA" ... 11/20/12.

CIRCULAR TICKETS VIA SUEZ, for the voyage one way by Siberian Railway, returning by steamers via Suez Canal or vice versa.

PARIS: range 1 Cl. from 498.10 to 613.45; II Cl. from 263.94 to 477.36 according to the route selected.

Passengers have the option of booking the voyage at way-ports and proceeding on by any vessel of the Austrian Lloyd, P. & O., North German Lloyd, Messageries Maritimes, Russian Volunteer Fleet.

ROUND THE WORLD TICKETS.

EASTWARD: From Hongkong via Canada or U.S. to a European Port and back to Hongkong via Suez Canal.

WESTWARD: From Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

PARIS: 1 Saloon only £118.15.

For full particulars as to passages and freights, apply to
SANDER, WIELER & Co., AGENTS,
Princes Building.

Hongkong, 17th June, 1914.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.	GERMAN.
Alacrity, despatch boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochran, K.R.S., Weihaiwei.	Robur, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River, Rosario, despatch ship to Submarine, 980 tons, 1,400 h.p., Lieut. Comdr. F. A. Cromie, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 h.p., Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut. Comdr. I. A. S. Hutton, Hongkong.
Beagle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. V. R. Brandon, en route to Weihaiwei.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. M. E. J. Maxwell-Smith, Yangtze.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. P. B. Freeston-Thomson, Hongkong.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Cadmus, British ship, 1,070 tons, 1,400 h.p., Lt.-Comdr. H. W. Grant, Weihaiwei.	Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. B. P. Russell, Yangtze.
Cherub, water tank and tug, 390 tons, 340 h.p., Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. G. E. J. P. Page, en route to Weihaiwei.
Clio, British ship, 1,070 tons, 1,400 h.p., Comdr. Mackenzie, Yangtze.	Triumph, battleship, 11,985 tons, 12,500 h.p., A. Comdr. A. E. Samsom, Hongkong.
Cobra, T.B.D., 560 tons, guns 4.2 pr., 1,400 h.p., Lieut. Comdr. C. Seymour, Weihaiwei.	Uak, T.B.D., 390 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Chelmer, T.B.D., 567 tons, guns 4.2 pr., 1,400 h.p., Lieut. H. T. England, Weihaiwei.	Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Poignand, Hongkong.
Fama, T.B.D., Lt.-Comdr. C. M. Blackman, Hongkong.	Wildgoose, gunboat, 195 tons, 3 guns, 800 h.p., Lieut. Comdr. A. J. Landon, Yangtze.
Hamshire, 10,650 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.	Woodcock, gunboat, 150 tons, 2 guns, 650 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtze.
Jed, T.B.D., 550 tons, guns 4.2 pr., 1,400 h.p., Lieut. G. F. A. Mulock, Weihaiwei.	Woodlark, gunboat, 150 tons, 2 guns, 650 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtze.
Kinsha, 616 tons, 1,200 h.p., Lieut. Comdr. H. Marryat, Yangtze.	Yamouchi, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochran, Weihaiwei.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Lieut. F. J. B. Gibson, Labuan.	Submarines:
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jellicoe, R.N.), 27,000 h.p., Capt. E. B. Kildie, Weihaiwei.	C. 36, D. J. McGillivray, Lieut.
Mochea, river gunboat, 180 tons, 2 guns, 800 h.p., Lt.-Comdr. Alan Dixon, W. River.	C. 37, J. A. Gimes, Lieut.
Newcastle, 2nd class cruiser, 4,800 tons, 22,000 f.d., Capt. F. A. Powlett, Weihaiwei.	C. 38, R. K. C. Pope, Lieut.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtze.	T.B. 035, Lieut. Handley.
Kennet, T.B.D., 550 tons, 4 guns, 1,400 h.p., 7,500 f.d., Lieut. F. A. H. Russell, Weihaiwei.	T.B. 037, Lieut. Wyndham-Quin.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. Wilkinson, Weihaiwei.	T.B. 038, Lieut. Seymour.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN"	17,300	Wed. day, 24th June at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST"	17,000	About Wed. day, 24th June.
MANILA, YAP, MARONNI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 11th July at 3 P.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Tuesday, 14th July, at 9 A.M.

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

OUTWARD.	HOMEWARD.
Steamship	about
"MARK" ... 6th July.	FOR HAVRE, EMDEN AND HAMBURG/BRISBANE S.S. "BORKUM" about End of June.
"GOETTINGER" ... 18th July.	FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "ALTAR" Beginning of July.
"TUEBINGEN" ... 3rd Aug.	FOR HAVRE, EMDEN AND HAMBURG/BRISBANE S.S. "DURENDART" Middle of July.
	FOR NAPLES, GENOA, ROTTERDAM AND HAMBURG/BRISBANE: S.S. "GERNIS" about 15th July.

For Further Particulars, Please apply to—
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.
Hongkong, 18th June, 1914.

NORDDEUTSCHER LLOYD. MELCHERS & CO.

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